

Gate Burton Energy Park

EN010131

8.10 Access Updates and Cumulative Impact Assessment
August 2023



Prepared for:

Gate Burton Energy Park Limited

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Executive Summary

This Technical Note describes the process undertaken to minimise environmental impacts associated with accesses since submission of the DCO application and details the changes that have been made to further reduce impacts. It has been prepared for submission at Deadline 2 in the Examination (8 August 2023).

Specifically, the note seeks to respond to comments from Lincolnshire County Council (LCC) regarding the landscape and visual effects associated with vegetation removal for accesses. In its Relevant Representation (RR), LCC highlighted that not all vegetation removal in the Outline Landscape Masterplan was shown in the vegetation removal plan Figure 10.21 (this was dealt with at Deadline 1 of the Examination [REP-008/3.2]), but also raised concerns over the vegetation/hedgerow clearance required for accesses more generally.

To address the latter point in LCC's RR, the Applicant has reconsidered the access designs, locations and visibility splays to see if vegetation/hedgerow removal could be reduced.

The below table summarises the changes proposed by the Applicant, with further detail set out in the body of the Technical Note.

Each section of the note addresses the cumulative impacts of the access and the scheme. The Applicant also provides an update on discussions with the promoters of the West Burton, Cottam and Tillbridge solar schemes regarding strategy to minimise the cumulative impact of accesses.

Finally, section 14 of this note sets out the Applicant's overall conclusions. Whilst no significant effects were predicted from the Applicant's original proposals, the proposed changes allow for a reduction in hedgerow removal compared to the previously submitted plans and reduce the areas of vegetation which will need to be managed for visibility purposes. The Applicant also concludes that the cumulative effects of the scheme are reduced by the proposed changes.

Access	Name	Change Proposed	Change to vegetation removal compared to the ES
A	A156 Gainsborough Road	No	No change to design parameters but further assessment has defined the extents of hedgerow removal of 177.2m, inclusive of hedgerow removal required for construction of the access. No hedgerow removal is required to achieve visibility to the left due to the position of the hedgerow relative to the carriageway.
C	Kexby Lane North Access	Yes	Visibility splay parameters agreed with Lincolnshire County Council reduce

			<p>hedgerow removal from 59.6m to 30.5m. Maintaining 29.1m of existing hedgerow previously identified for removal.</p> <p>Visibility splay parameters reduce the overall area of vegetation to be managed.</p>
D	Kexby Lane South Access	Yes	<p>Visibility splay parameters agreed with Lincolnshire County Council reduce hedgerow removal from 162.9m to 124.8m. Maintaining 38.1m of hedgerow previously identified for removal.</p> <p>Visibility splay parameters reduce the overall area of vegetation to be managed.</p>
F	Marton Road Access	Yes	<p>Access removed and therefore existing access to be planted to provide additional hedgerow screening. Access to site to be provided from Marton Road Access E.</p>
G	A1500 Stow Park Road South Access	No	<p>No change to the design parameters but further assessment has defined the extents of hedgerow removal to be 17.0m which is limited to the construction of the access alone.</p> <p>All vegetation to be managed in the visibility splay is within the existing highway corridor.</p>
H	A156 High Street East Access	No	<p>No change to the design parameters but further assessment has defined the extents of hedgerow removal to be 19.9m which is limited to the construction of the access alone.</p> <p>All vegetation to be managed in the visibility splay is within the existing highway corridor.</p>
I	A156 High Street West Access	Yes	<p>Visibility splay parameters agreed with Lincolnshire</p>

			County Council, hedgerow removal for visibility unchanged due to Order Limits speed survey visibility parameters now aligning to Order Limit constraints.
J	Headstead Bank East Access	Yes	<p>Visibility splay parameters agreed with Nottinghamshire County Council have reduced hedgerow removal from 144.9m to 92.0m, inclusive of hedgerow removal required for construction of the access.</p> <p>Visibility splay parameters reduce the overall area of vegetation to be managed.</p>
K	Headstead Bank West Access	Yes	<p>Visibility splay parameters agreed with Nottinghamshire County Council have reduced hedgerow removal from 51.6m to 0.0m.</p> <p>Visibility splay parameters reduce the overall area of vegetation to be managed.</p>
M	A1500 Stow Park Road North Access	Yes	<p>No change to the design parameters but further assessment has defined the extents of hedgerow removal to be 22.5m which is limited to the construction of the access alone.</p> <p>All vegetation to be managed in the visibility splay is within the existing highway corridor.</p>
O	Cottam Road North Access	Yes	<p>Visibility splay parameters agreed with Nottinghamshire County Council have reduced the overall area of vegetation to be managed.</p> <p>Further assessment have defined the extents of hedgerow removal to be 28.4m which is limited to the construction of the access alone.</p>

P	Cottam Road South Access	Yes	<p>Visibility splay parameters agreed with Nottinghamshire County Council have reduced the overall area of vegetation to be managed.</p> <p>Access to be relocated to align with other developer proposals and reduce hedgerow removal by approximately 5m from the original location, which required 20.3m of hedgerow removal.</p>
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1. Introduction

Background

- 1.1.1 The Development Consent Order (DCO) application for the Gate Burton Energy Park was submitted on 27 January 2023 and accepted for Examination on 22 February 2023.
- 1.1.2 Lincolnshire County Council (LCC) has raised concerns throughout the application process on the landscape, visual, heritage and ecological impact of vegetation removal associated with accesses. This Technical Note describes the iterative process undertaken to minimise environmental impacts associated with accesses since submission of the DCO application and explains minor changes to the accesses proposed to further reduce impacts. This includes work undertaken collaboratively with the developers of the three other solar DCO applications.
- 1.1.3 LCC raised a concern over the landscape and visual effects associated with vegetation removal for accesses in their statutory consultation responses received on 15 July 2022 and 8 August 2022; with particular queries raised over vegetation removal along the A156. This concern was addressed through proposing replanting of any lost vegetation in the DCO application along the A156 and re-locating the internal access route from the A156 to the Battery Energy Storage System (BESS) and Substation to reduce vegetation removal.
- 1.1.4 LCC then raised further concerns during targeted consultation on 12 December 2022 on the impacts of vegetation removal along highways, with requests for this removal to be clearly indicated in DCO documents. This information was provided in Figure 10.21 of the Environmental Statement (ES) **[APP-093/3.2]**. Discussions were also had at this point on whether the standards for the visibility splays around the access could be relaxed to reduce vegetation removal. Given that the team were uncertain whether LCC Highways would accept changes to access designs and visibility splays to reduce vegetation removal, the Gate Burton team decided to retain vegetation removal required to develop in line with design guidance as a worst-case scenario, but continue discussions with LCC to explore the appetite for changes.
- 1.1.5 On the 12 April 2023, LCC submitted their Relevant Representation (RR) to the Planning Inspectorate on the scheme. LCC highlighted that not all vegetation removal in the Outline Landscape Masterplan was shown in the vegetation removal plan (Figure 10.21). Figure 10.21 was updated to provide clear information on removal associated with accesses at Deadline 1 of the Examination **[REP-008/3.2]**. LCC also raised concerns over the vegetation clearance required for accesses more generally. Vegetation removal for accesses comprises any removal for the accesses themselves, and additional removal for visibility splays. Clearance for visibility splays in the DCO Application had been based on desirable minimum visibility stopping sight distance (SSD) in accordance with the requirements of the Design Manual for Roads and Bridges (DMRB) design guidance.

- 1.1.6 In order to address the latter point in LCC's RR, the Applicant sought to investigate the extent to which the access designs, locations and visibility splays could be amended to provide safe, efficient access whilst reducing vegetation removal. The designs for access roads as assessed in the ES are presented in Annex A and Annex B of the Framework Construction Traffic Management Plan, presented in Appendix 13-Ea of the ES **[APP-167/3.3]**. A plan showing all the accesses with letters attributed to each access is presented in Figure 5.1 of the Planning, Design and Access Statement **[APP-006/2.2]**. The letters in this plan are also used as references in this document.
- 1.1.7 It should be emphasised that the majority of areas affected by visibility splays contain vegetation of limited value and of types that will require management to restrict the height rather than removal. It is standard practice to manage vegetation along highways to maintain visibility and the access designs serve to highlight areas where this management is required for a particular access. Access locations have been selected and designed to reduce hedgerow removal by using existing accesses and avoiding heavily vegetated areas. The ES commits to replanting hedgerows to exceed the total lengths affected and deliver a net gain in hedgerows overall. With mitigation planting, there were no significant environmental effects associated with the level of hedgerow removal in the original access proposals presented in the DCO application. However, on further, more detailed review of the access proposals, vegetation loss associated with visibility splays at Access F: Marton Road (E-W) access would likely have led to significant landscape and visual effects, due to the areas of removal and conflict with areas identified for advanced planting mitigation. Therefore, amongst other access changes, the Applicant has taken the decision to remove the Marton Road (E-W) Access from the Scheme.
- 1.1.8 Overall, the actions taken to further reduce the impact on vegetation have been taken to further minimise environmental effects, but with the exception of Marton Road Access, these do not remove lead to a reduction in significant environmental effects.

Methodology for Assessment of Gate Burton Accesses

- 1.1.9 Visibility splays presented in the Application were based on the speed limit of the road. However, in rural areas actual vehicle speeds are often lower than the speed limits due to the nature of the roads. In these instances, visibility splays can be reduced whilst maintaining appropriate visibility for the speed of vehicles using the road. To investigate the extent to which visibility splays could be reduced to reflect actual vehicle speeds, the Applicant assessed the visibility parameters for the junction design using the 85th percentile speeds that have been derived from the speed surveys which were reported in the Transport Assessment Report presented in Appendix 13-D of the Environmental Statement **[APP-166/3.3]**.
- 1.1.10 The revised junction visibility splay parameters were subsequently ascertained by utilising the equation and parameters included in Manual for Streets 2 (MfS) Section 10.1.5 and 10.1.6 respectively. This was based on advice from LCC that the team should consider these standards rather than

the DMRB where appropriate. Desirable minimum values are based upon a driver perception-reaction time of 2 seconds and a deceleration rate of 2.45m/s^2 , whereas the absolute minimum values keep the same reaction time but assume a greater deceleration rate of 3.68m/s^2 .

- 1.1.11 The Applicant subsequently prepared a series of drawings for consultation with both LCC and Nottinghamshire County Council (NCC), included in Appendix A, to enable the respective local authorities to review the junction visibility options alongside predicted hedgerow removal to agree a design parameter for each access location.
- 1.1.12 For the agreed visibility splays, vegetation would need to be managed in order to ensure that the height of any verge landscaping does not disrupt visibility for vehicles entering or exiting the proposed access locations. Some clearance works within this area may be required subject to the type of vegetation on site.
- 1.1.13 The Applicant held meetings with LCC on 17 May 2023 and with NCC on 12 June 2023 to discuss these proposals. Copies of these meeting minutes are included in Appendix B and C respectively.
- 1.1.14 On the 6 and 7 of July 2023 respectively, NCC and LCC confirmed the junction visibility splay parameters that they consider appropriate on their networks. This advice has been followed in the development of revised access proposals to identify the reduction in the area of vegetation to be cleared and managed.
- 1.1.15 The purpose of this report is therefore to present the outcomes of this engagement with LCC and NCC and to update the DCO examination with the revised access proposals. A plan showing an overview of all accesses with lettering as provided in this report is provided in Figure 5.1 in the Planning, Design and Access Statement [APP-006/2.2].
- 1.1.16 To reflect the design changes, the following documents have also been revised and submitted with this Technical Note at Deadline 2:
 - Framework Construction Traffic Management Plan (CTMP) Annexes A and B
 - Streets, Rights of Way and Access Plans
 - Traffic Regulation Measures Plans
 - ES Figure 10.21 Vegetation Removal (removing vegetation removal at Marton Road given the southern Marton Road access has been removed)

Cumulative Impacts Associated with Access Designs and Locations

- 1.1.17 In parallel with the above activity, the Applicant continues to engage with the developers of the following solar park schemes to review the proposed access locations and subsequently identify areas of opportunity whereby access locations can be unified to reduce any cumulative impacts:
 - West Burton Solar Park [EN010132]
 - Cottam Solar Project [EN010133]

- Tillbridge Solar Park [EN010142]
- 1.1.18 Progress on these negotiations is reported at each deadline in the Interrelationships with other Nationally Significant Infrastructure Projects (NSIPs) report **[REP-033/8.2]**. The latest version of this report at the time of writing was submitted at Deadline 1 on 18 July 2023. Future iterations will report further on joint working. A summary of the status of discussions in relation to each access are provided in this report.
- 1.1.19 To initiate this exercise, a meeting was held including all parties on the 20 June 2023. Following this initial meeting, separate meetings have been held with West Burton and Cottam Solar Park on the 30 June 2023 and Tillbridge Solar Project on the 18 July.
- 1.1.20 The area of attention for the review of cumulative impacts associated with access designs has focused upon the grid connection corridor routes for each project and where they intersect. This is because there are no shared access points for the main solar sites as they are on separate land parcels. This report provides the latest update on engagement to date.
- 1.1.21 To facilitate these discussions, the Applicant prepared a series of drawings to overlay the respective access locations of each project based upon the latest information available as of 1 July 2023. Copies of these drawings can be found in Appendix D for reference.

Acronyms

- 1.1.22 For ease of reference, a table of acronyms used in this document is provided below in [Table 1](#).

Table 1: Acronyms used in this document

Acronym	Definition
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
GCC	Grid Connection Corridor
LCC	Lincolnshire County Council
LIR	Local Impact Report
LVIA	Landscape and Visual Impact Assessment
MfS	Manual for Streets 2
NCC	Nottinghamshire County Council
NSIP	Nationally Significant Infrastructure project
PEIR	Preliminary Environmental Information Report
RR	Relevant Representation

SoCG

Statement of Common Ground

SSD

Stopping Sight Distance

2. Access A: A156 Gainsborough Road

- 2.1.1 The A156 Gainsborough Road Access is proposed as the primary construction access to the site and operational access to the substation. The proposed access location utilises an existing field access and break in the hedgerow, as shown in Figure 1 and Figure 2.
- 2.1.2 To facilitate the decision-making process for LCC on the selection of an appropriate junction visibility splay to apply, the Applicant prepared a summary of the environmental importance of adjacent and affected features which is provided below.
- 2.1.3 From an ecological perspective, the hedgerow running parallel to the A156 and transversely where the access is located (shown in Figure 2 below) has been assessed as a species poor hedgerow. Furthermore, there are no mature trees with the potential to support bats within the vicinity of the access. Any trees present are likely to support nesting birds during the breeding season so any clearance should happen outside this season.
- 2.1.4 From a heritage perspective, this hedgerow contributes to the setting of Gate Burton, a non-designated park, and as an extension therefore contributes to the setting of the Grade II* listed Gate Burton Hall. The ES assesses the removal of the hedgerow to both the north and south of the junction, presenting a worst case scenario. However, due to this hedgerow contributing to the local heritage character, any removal is preferred to be kept to a minimum.
- 2.1.5 From a Landscape and Visual Impact Assessment (LVIA) perspective, the hedgerows in this area form part of the existing landscape and visual pattern in this area. Again, the ES assesses the removal of this hedgerow as a worst-case scenario. Removal would alter this pattern, particularly south of the access road connecting to Gate Burton estate.



Figure 1: A156 Gainsborough Road Existing Situation Aerial View



Figure 2: A156 Gainsborough Road Existing Situation Street View

Junction Visibility

- 2.1.6 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 3](#). Visibility proposals within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.
- 2.1.7 Following a speed survey being undertaken and documented in the Transport Assessment Report **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. [Table 2](#) outlines the visibility distances assessed and the associated hedgerow clearance that would be required in order to achieve the desired visibility splay for SSD.

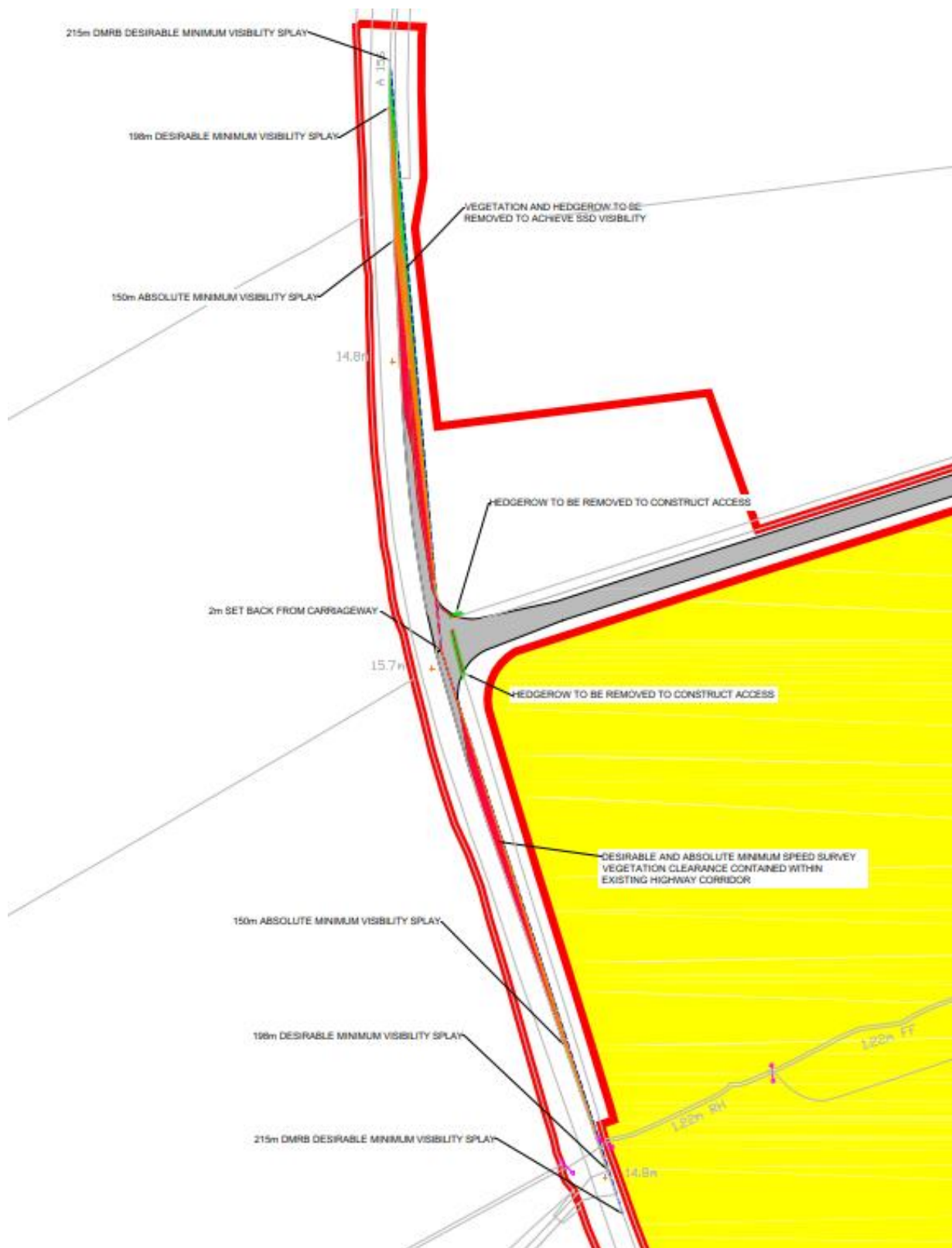


Figure 3: A156 Gainsborough Road Access Junction Layout

Table 2: A156 Gainsborough Road Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access construction
215m	Desirable Minimum DMRB Design Speed	100kph	0.0 m	116.7 m	60.5m
198m	Desirable Minimum Speed Survey	95.7 kph ^b	0.0 m	87.4 m	
150m	Absolute Minimum Speed Survey	95.7 kph	0.0 m	42.5 m	

2.1.8 The visibility achieved using the speed survey data, for both the desired minimum and absolute minimum, would result in a decreased area of vegetation clearance.

2.1.9 During construction, the Transport Assessment Report presented in Appendix 13-D of the ES **[APP-166/3.3]** indicates that a peak daily forecast of 169 vehicles would be turning into and out of the access. Post construction, the operation phase would result in the vehicle movements significantly reducing, with up to 14 vehicles per day anticipated across the whole site.

2.1.10 Following a meeting with LCC on 17 May 2023, and their review of the information presented by the Applicant. LCC advised on the 7 July 2023 that for the A156 Gainsborough Road Access, visibility requirements of DMRB Desirable Minimum for 60mph should be adopted for both construction and operation.

2.1.11 This decision was driven by the fact that the 85th speed survey values were close to the anticipated design speed and the A156 Gainsborough Road access would be frequently used during construction. As a consequence, a junction design that adheres to the design speed parameters was considered to be the most proportionate. Therefore, there will be no changes to the visibility splay parameters which were presented in the original DCO application material.

Junction Cumulative Impact Assessment

2.1.12 The A156 Gainsborough Road junction is identified on the Applicant's access plans only. Therefore, there is no cumulative impact associated with the other solar park schemes access strategy.

Conclusion

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

^c Approximately 60.5m of hedgerow removal required to construct access.

- 2.1.13 The assessment above proposes no change to the design of the access or visibility splays. However, further assessment of the vegetation in this area has highlighted that the hedgerows are already set back from the road and to the south are located outside the visibility splays. There will therefore be no impact on the hedgerows to the south of the access beyond removal associated with the construction of the access itself, which is recorded to require 60.5m of hedgerow removal. This means that there will be less hedgerow removal for the visibility splay than is assessed as a worst case scenario in the ES.
- 2.1.14 To the north of the access there will be removal of some of the low hedgerow for visibility purposes, where the hedgerow is sufficiently close to the highway to fall within the splay. However, again it will not be the full length of hedgerow that was envisaged previously. The hedgerow is also proposed to be reinstated outside the visibility splay along a similar alignment. Therefore, once the hedgerow grows to the height of the existing hedgerow, there would be no landscape and visual or heritage impacts associated with the hedgerow removal. The low height of the hedgerow reduces the time before the replacement hedgerow will be the same height as the one to be removed.
- 2.1.15 Overall, whilst no changes have been made to the design for this access, further assessment has demonstrated that the amount of hedgerow removal required for this access is less than that originally assumed in the ES.**

3. Access H: A156 High Street East Access

- 3.1.1 The A156 High Street East access is proposed as part of the grid connection corridor. The access is located on A156 High Street approximately 600m south of the village of Marton. The proposed access is located to the eastern side of the carriageway within a section of hedgerow and other vegetation. The existing context is as shown in [Figure 4](#) and [Figure 5](#).
- 3.1.2 From an ecological perspective, the hedgerow running parallel to the A156 High Street in the vicinity of the access (shown in [Figure 4](#) below) has been assessed as a species poor hedgerow. Furthermore, there are no mature trees with the potential to support bats within vicinity of the access. Any trees present are likely however to support nesting birds during the breeding season so clearance should occur outside this time.
- 3.1.3 From a heritage perspective, these hedgerows are not classified as important.
- 3.1.4 From an LVIA perspective, this hedgerow is not identified as important. However, it is recommended that, where possible, any semi-mature trees are retained in order to maintain the existing visual amenity.

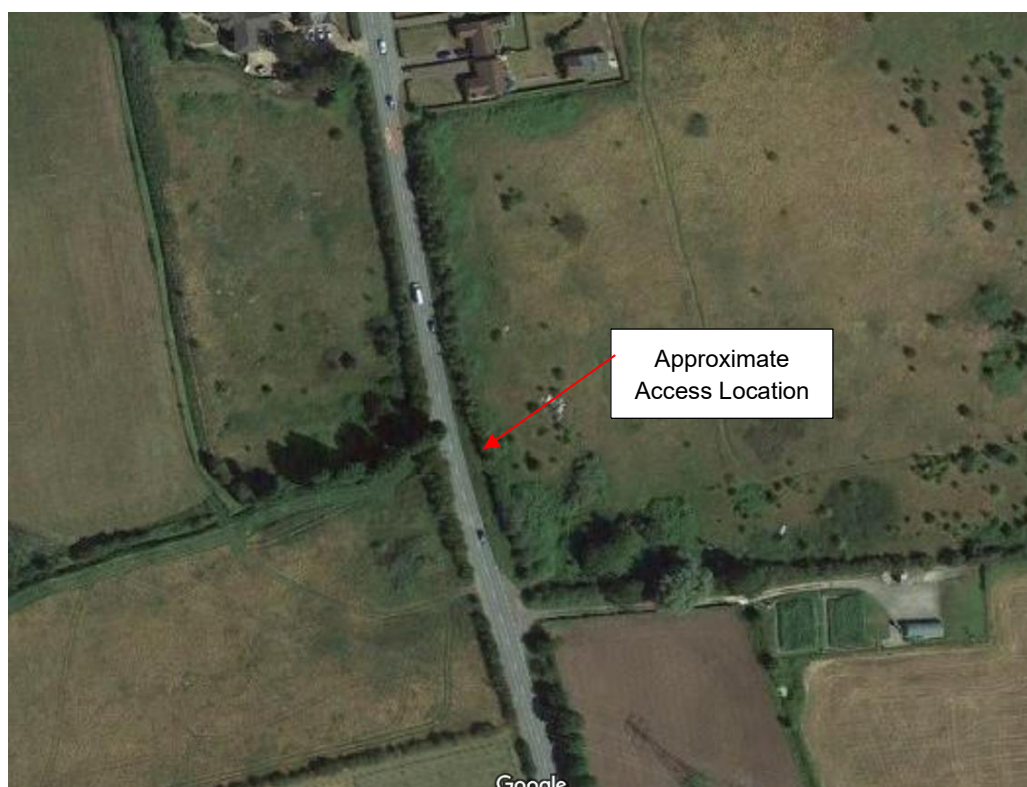


Figure 4: A156 High Street East Existing Situation Aerial View



Figure 5: A156 High Street East Existing Street View

Junction Visibility

- 3.1.5 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 6](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 50mph for this section of highway, a design speed of 85kph was adopted, giving a visibility requirement of 160m for SSD. However, it is noted that SSD of 215m in accordance with a design speed of 100kph is achieved within the highway boundary due to relatively straight nature of the A156 in this region.
- 3.1.6 During construction, the Transport Assessment Report [\[APP-166/3.3\]](#) notes that a peak daily forecast of 58 vehicles would be arriving and departing from the Grid Connection Corridor (GCC) as a whole. The Transport Assessment Report [\[APP-166/3.3\]](#) has assessed all junctions in the GCC as if all 58 vehicles would use each access. This reflects a worst-case scenario as in reality vehicles are likely to be dispersed to a few of the grid connection corridor accesses each day.
- 3.1.7 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.
- 3.1.8 Following a speed survey being undertaken and documented in the Transport Assessment Report [\[APP-166/3.3\]](#), the junction visibility was reassessed using the 85th Percentile speeds. [Table 3](#) outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

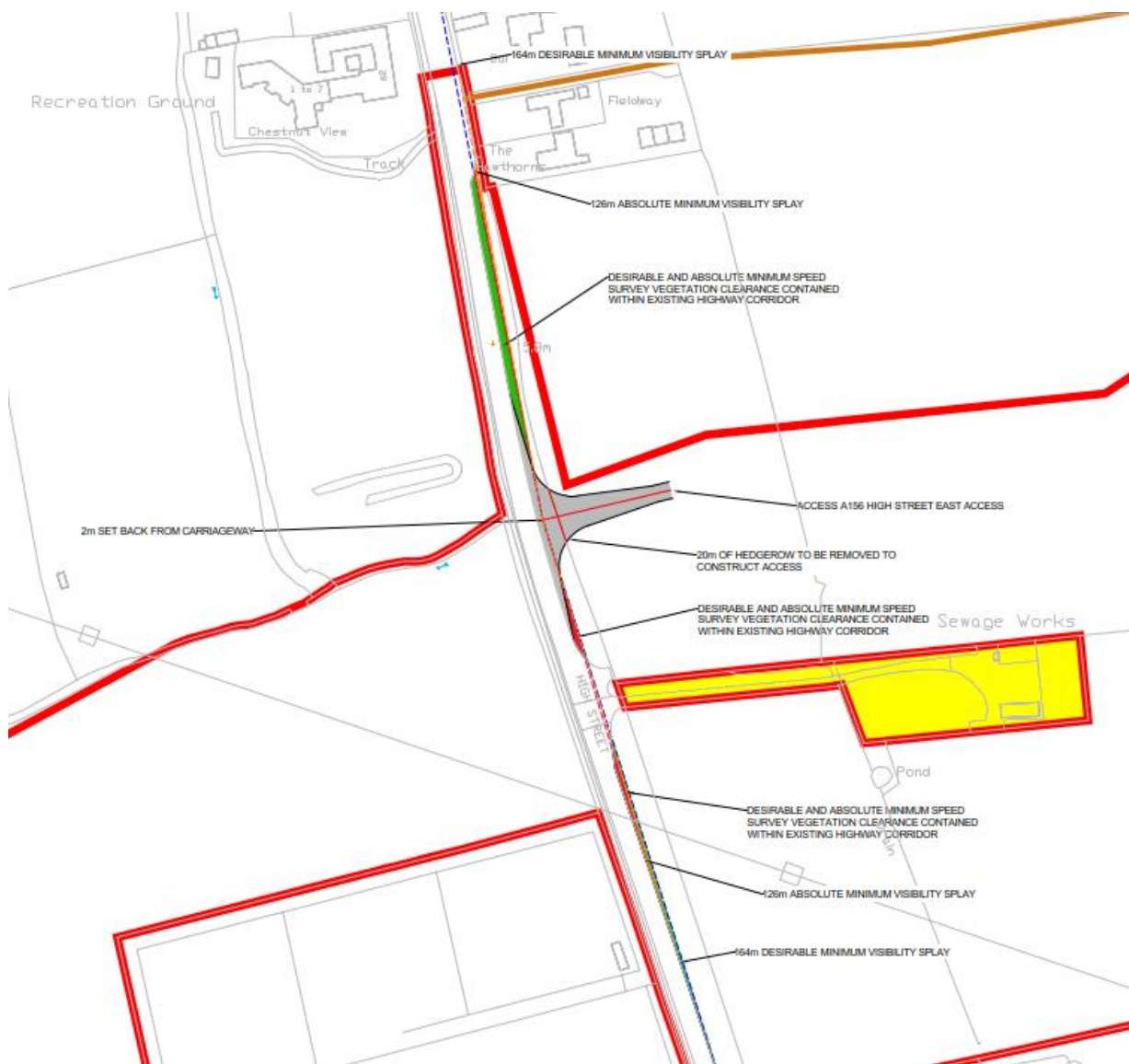


Figure 6: A156 High Street East Access Junction Layout

Table 3: A156 High Street East Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m	Desirable Minimum DMRB Design Speed	100kph	0.0 m	0.0 m	19.9m
164m	Desirable Minimum Speed Survey	85.9 kph ^b	0.0 m	0.0 m	
126m	Absolute Minimum Speed Survey	85.9 kph	0.0 m	0.0 m	

3.1.9 The information in Table 3 was prepared in order for LCC to confirm the application of the speed survey desirable minimum parameters for both construction and operation.

3.1.10 Following a meeting with LCC on 17 May 2023, and their review of the information presented by the Applicant, LCC advised that for the A156 High Street East Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

3.1.11 This decision was driven by the 85th percentile speed survey values mapping closely to the indicated posted speed limit of 50mph, therefore 164m was considered to be the most appropriate solution to implement.

3.1.12 Access drawing 60664324-HGN-DR-CH-0008 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has therefore been updated to reflect the revised visibility requirement of 164m and issued as part of the Applicant's Deadline 2 submission.

Junction Cumulative Impact Assessment

3.1.13 To access land to the east of the A156 High Street, the Applicant intends to provide a new access off point 12/10 as shown on Sheet 12 of the Streets, Rights of Way and Access Plans **[APP-210/5.3 and as amended]**. Following a review of the other Scheme proposals, the following projects have defined accesses in this location using the following referencing:

- West Burton Solar Park Access AC110 **[EN010132]**
- Cottam Solar Project Access AC108 **[EN010133]**
- Tillbridge Solar Park Access AC8 **[EN010142]**

3.1.14 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawing provided in [Figure 7](#) for reference:

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

^c Approximately 19.9m of hedgerow removal required to construct access.

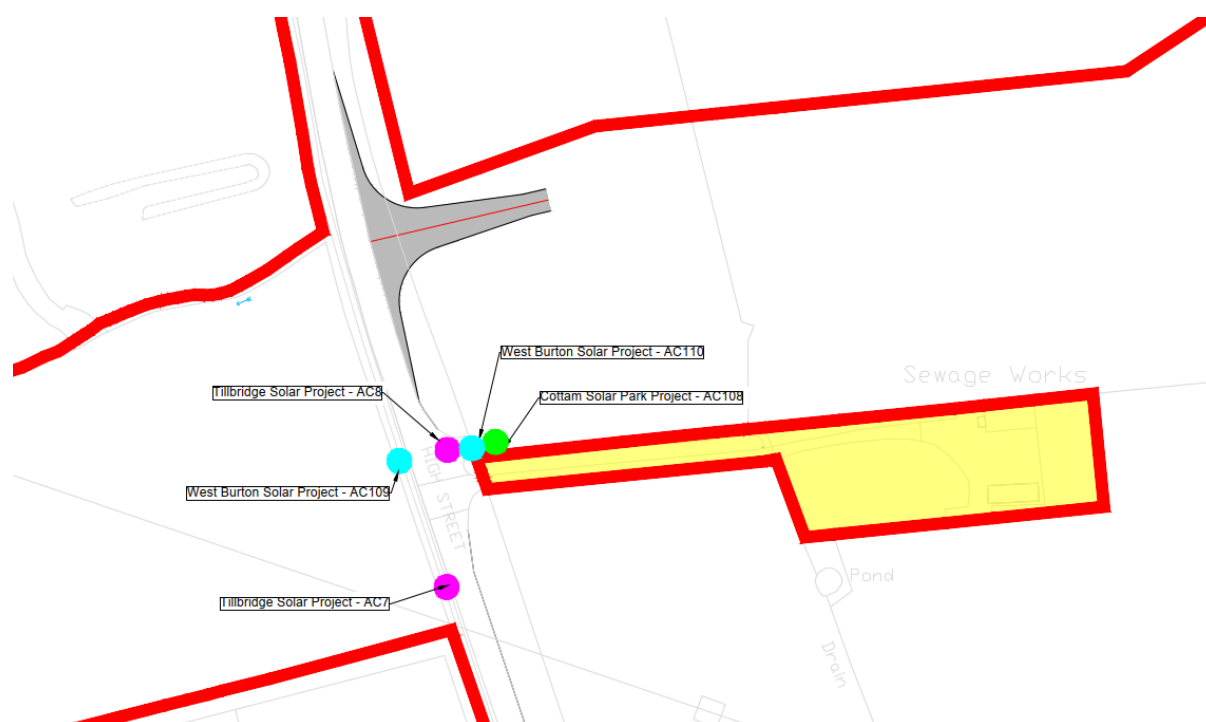


Figure 7: A156 High Street Access Location Commonality Assessment

- 3.1.15 Currently Tillbridge, West Burton and Cottam solar parks propose to utilise an existing field gate access adjacent to the sewage works access. Gate Burton Energy Park selected a location further north. Discussions are ongoing on potential opportunities to combine accesses.
- 3.1.16 As part of the conversations in this area, the Applicant has also highlighted that the Scheme intends to access the land parcels to the west of the A156 High Street via access point 12/09 as shown on Sheet 12 of the Streets, Rights of Way and Access Plans [APP-210/5.3]. The Applicant has therefore queried whether the West Burton and Tillbridge project teams would want to adopt the same access strategy in order to remove access AC100 and AC7 presented on Figure 7 respectively. The Applicant is awaiting a conclusion to each party's assessment and will report back to the Examining Authority the outcomes of this cumulative impact assessment.

Conclusion

- 3.1.17 The access in this location was selected in order to maximise the separation of construction traffic from an existing access point to the sewage treatment works, which would require access to be maintained during construction; and the impact on existing vegetation.
- 3.1.18 Whilst the changes to the visibility splay parameters have reduced the overall extents of the area where vegetation would need to be managed, this assessment demonstrates that hedgerow removal would be limited to that required for the construction of the access due to the hedgerow being offset from the carriageway at a distance where it does not interact with junction visibility.

- 3.1.19 Subsequently, this assessment has identified hedgerow removal to achieve visibility would be far less than originally envisaged in the ES. Furthermore, the relaxation in the visibility splay parameters agreed with LCC denote a reduction in the overall vegetation extents that would need to be managed. Any vegetation that is affected has not been identified as important for ecology, landscape and visual or heritage purposes; although removal will still be minimised where possible, particularly of any semi-mature trees.
- 3.1.20 This change to visibility splay parameters reduces the overall area of vegetation management and has confirmed that hedgerow removal is limited to 19.9m only to construct the access only.**

4. Access I: A156 High Street West Access

- 4.1.1 The A156 High Street West access is proposed as part of the grid connection corridor. The access located on A156 High Street approximately 1.4km south of Marton. The proposed junction utilises an existing field access on the west side of the carriageway as shown in [Figure 8](#) and [Figure 9](#).
- 4.1.2 As part of the proposed access design, the second access to the north of the existing hedgerow will be stopped up and relocated further to the north in order to separate this access from construction traffic. This secondary access will primarily maintain access to the small, wooded parcel of land which has an overhead electrical pylon in situ. Access to the farmland during operation will be maintained from the upgraded access via existing gaps in hedgerows to the west.
- 4.1.3 From an ecological perspective, the hedgerow running parallel with the A156 is deemed as an intact native species rich hedgerow. For the hedgerow running perpendicularly from the A156 up the field access, this is defined as a species poor hedgerow.
- 4.1.4 From a heritage perspective, these hedgerows are not classified as important.
- 4.1.5 From an LVIA perspective, the hedgerows in this area are part of the existing landscape and visual pattern and should be preserved where practicable.

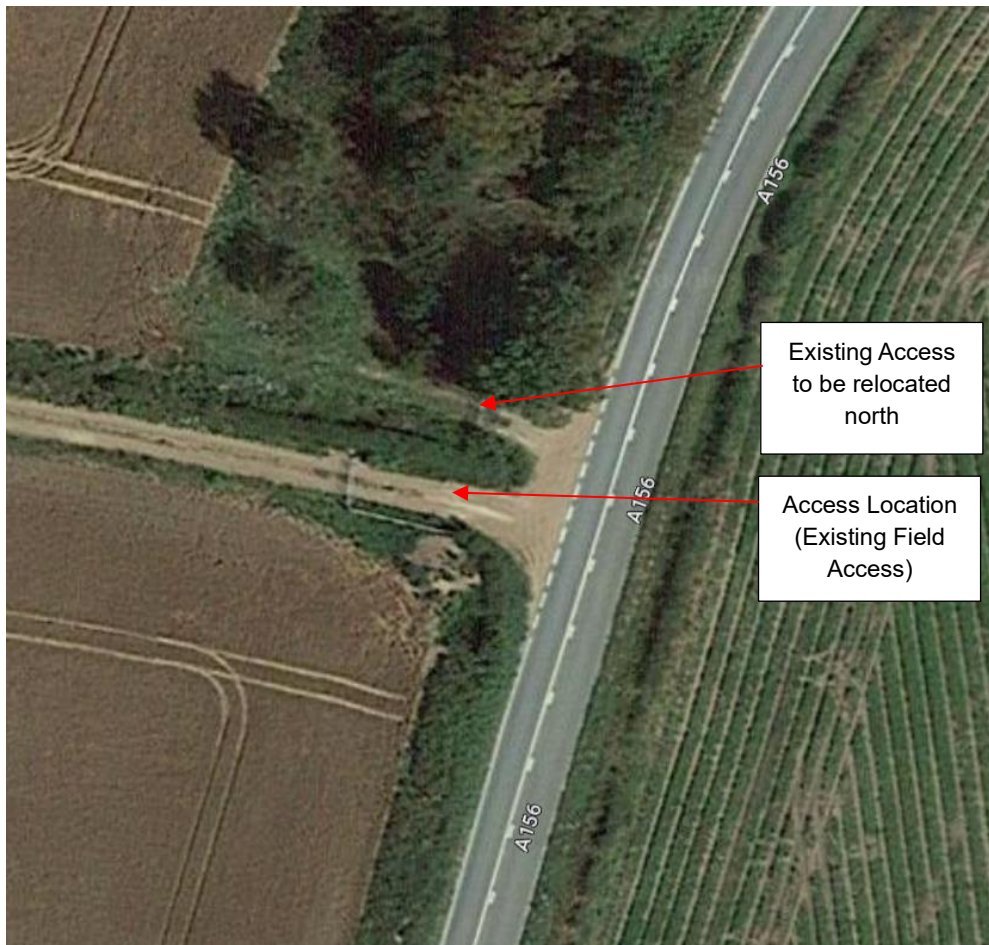


Figure 8: A156 High Street West Access Existing Situation Aerial View



Figure 9: A156 High Street West Access Existing Situation Street View

Junction Visibility

- 4.1.6 The proposed access junction has been designed in accordance with DMRB Design Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 10](#). Visibility proposed within the DCO layouts show visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD of 215m applicable to a design speed of 100kph.
- 4.1.7 A value of 215m was selected due to the transition between National Speed Limit and the posted speed of 50mph for this section of highway only being implemented approximately 55m south of the junction. Prior to speed survey information being available, this acted as a conservative assessment due to the visibility splay requirements extending beyond the speed limit transition point.
- 4.1.8 During construction, the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the GCC. The Transport Assessment assesses this junction in terms of having that full 58 vehicles per day as a worst case scenario.
- 4.1.9 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.
- 4.1.10 Following a speed survey being undertaken and documented in the Transport Assessment **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. Table 4 outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

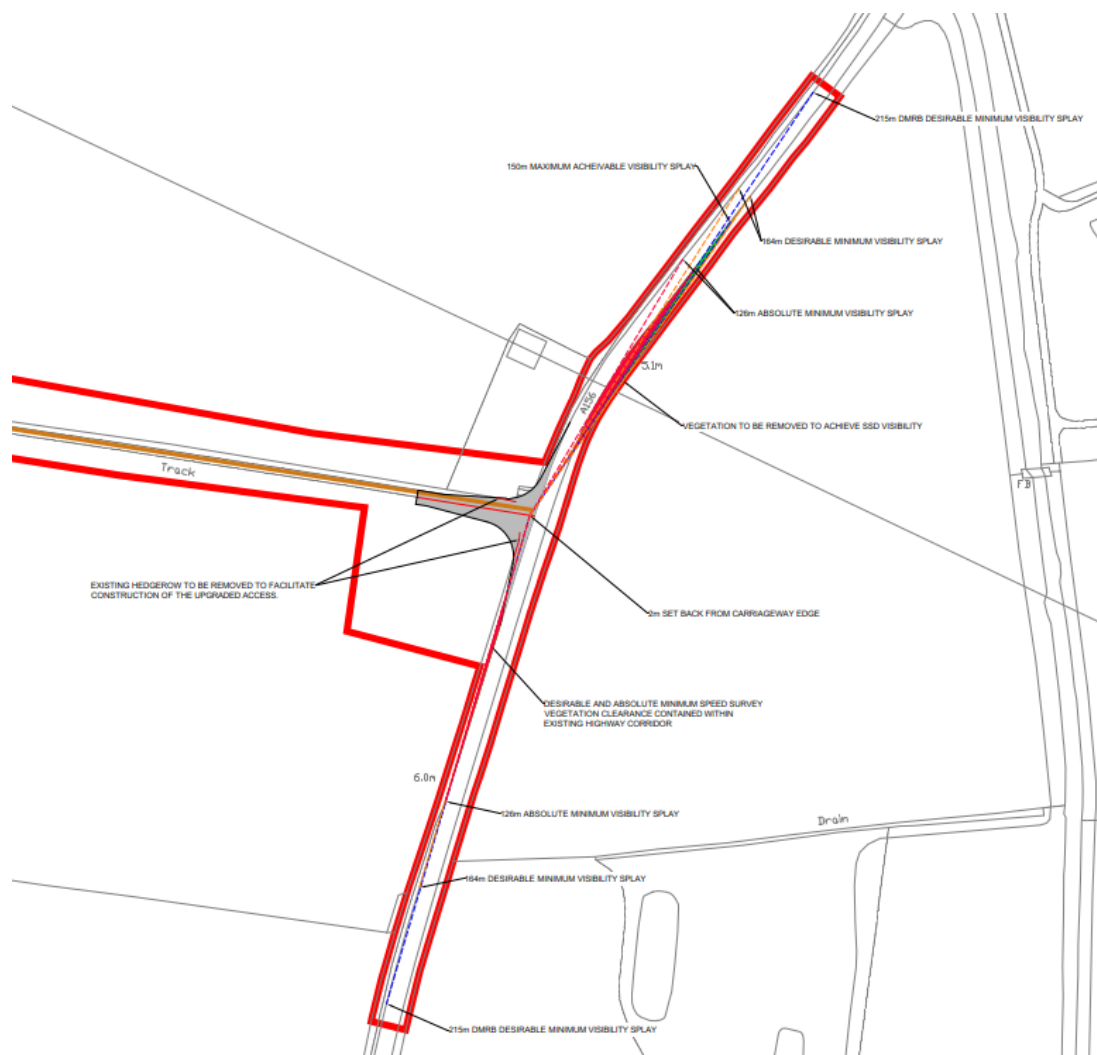


Figure 10: A156 High Street West Access Junction Layout

Table 4: A156 High Street West Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m	Desirable Minimum DMRB Design Speed	100kph	31.3m	0.0m	20.2m
164m	Desirable Minimum Speed Survey	85.9 kph ^a	31.3m	0.0m	
126m	Absolute Minimum Speed Survey	85.9 kph	0.0m	0.0m	

4.1.11

The speed survey indicates the vehicle speeds along the section of highway is slightly above the posted speed limit. This is likely due to the straight nature of the road to the north and south of the junction, as well as the proximity of speed limit change from 85kph to 100kph.

4.1.12 The information in Table 4 was prepared for LCC to confirm the application of the speed survey desirable minimum parameters for both construction and operation.

4.1.13 Following a meeting with LCC on 17 May 2023, and the information presented by the Applicant, LCC advised in their formal response on the 7 July 2023 that for the A156 High Street West Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

4.1.14 This decision was driven by the 85th percentile speed survey values mapping closely to the indicated posted speed limit of 50mph, therefore 164m was considered to be the most appropriate solution to implement.

4.1.15 Access drawing 60664324-HGN-DR-CH-0003 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has been updated to reflect the revised visibility requirement of 164m and issued as part of the Applicant's Deadline 2 submission.

Junction Cumulative Impact Assessment

4.1.16 To access land off the A156 High Street West, the Applicant intends to improve an existing access off point 12/09 as shown on Sheet 12 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]**. Following a review of the other schemes the following projects have defined accesses in this location using the following referencing:

- West Burton Solar Park Access AC111 [EN010132]
- Cottam Solar Project Access AC107 [EN010133]
- Tillbridge Solar Park Access AC6 [EN010142]

^a Average daily 85th percentile (7days), worst case direction

4.1.17 As shown in Figure 11, all sites have proposed the same location for this access. Therefore, cumulative impacts of the access proposals in this area have already been minimised.



Figure 11 A156 High Street West Access Commonality Review

Conclusion

- 4.1.18 The access in this location was selected in order to utilise an existing access point off the network which provides good levels of access to all land parcels to the west of the A156 in this vicinity for the GCC. Furthermore, this access aligns with the access proposals outlined by the other solar park developers. As a consequence, this access location reduces the overall cumulative impact for the GCC works off the A156 High Street.
- 4.1.19 The access design submitted as part of the original DCO application treated the Order Limits as a constraint to visibility and, due to the change in speed limit from national to 50mph occurring close to the access point, assumed a worst case scenario of a 100kph design speed to reflect the proximity of the national speed limit zone. This 100kph design speed was subsequently constrained by the existing proposed Order Limits and all vegetation up to this boundary would need to be managed and the hedgerow removed.
- 4.1.20 However, the speed survey data has allowed the Applicant to evidence that speeds on this section of the A156 align to the 50mph posted speed in the vicinity of this access. Having re-assessed the visibility splay parameters, the

use of 164m maps closely to the existing constraints provided by the Order Limits and therefore there is no change in the quantity of hedgerow removal required. Nevertheless, this assessment has identified that the vegetation removal previously proposed reflected the maximum required for this access to operate safely for vehicles accessing and egressing.

4.1.21 Visibility splays have been altered for this access, but this change does not alter hedgerow removal.

5. Access D: Kexby Lane South Access

- 5.1.1 Kexby Lane South is a proposed secondary access located between Knaith Park and Kexby. The proposed access is a new junction located on the southern side of the B1241 Kexby Lane. The existing situation is as shown in Figure 12 and Figure 13.
- 5.1.2 The location of this access was originally selected to provide a suitable stagger between the access on the opposing side of the carriageway, whilst ensuring that the access position was positioned as far as practicable away from residential and commercial properties to the east.
- 5.1.3 From an ecological perspective, the hedgerow running parallel with the B1241 Kexby Lane on the westbound carriageway is classified as a species poor hedgerow. This hedgerow has limited ecological value, with little opportunity for nesting birds.
- 5.1.4 These hedgerows are not deemed important for heritage purposes.
- 5.1.5 From an LVIA perspective, the existing hedgerows have value in their role of screening the solar panels from Kexby Lane.

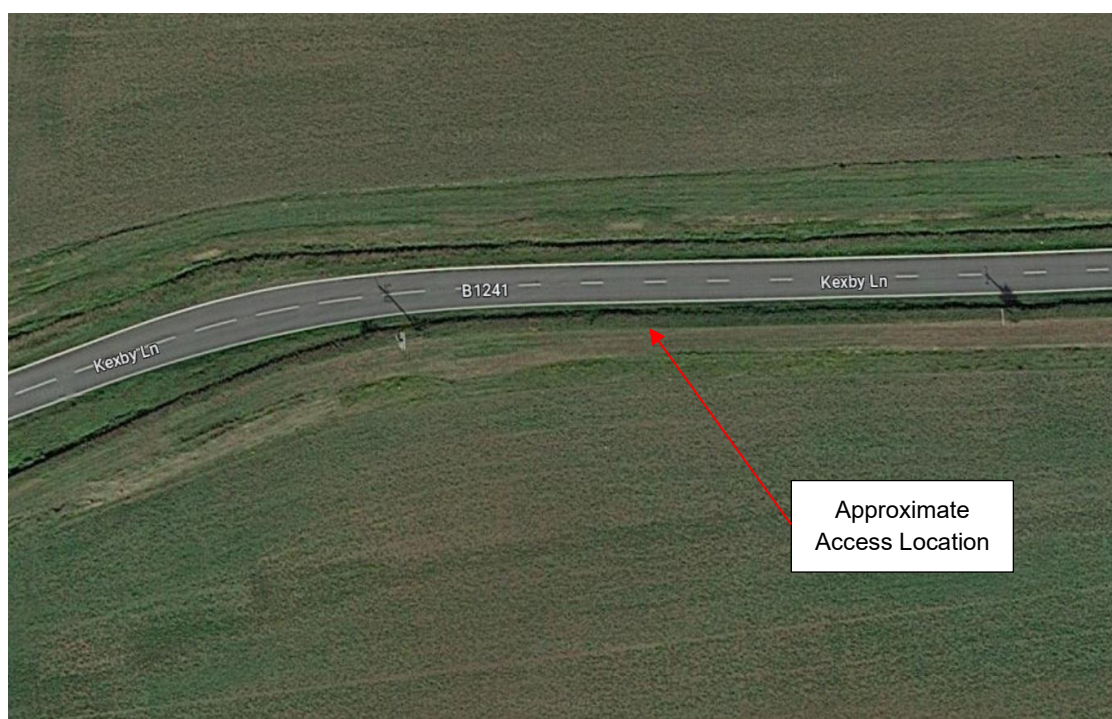


Figure 12: Kexby Lane South Access Existing Situation Aerial View



Figure 13: Kexby Lane South Access Existing Situation Street View

Junction Visibility

- 5.1.6 The proposed access junction has been designed in accordance with DMRB Design Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 14](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.
- 5.1.7 Due to the proposed DCO Order limits, the achievable visibility to the left of the junction is limited to 186m. The location of the proposed access was carefully considered based upon achieving a suitable junction visibility whilst being positioned away from the existing residential properties to the east to minimise the level of disturbance during construction.
- 5.1.8 Following a speed survey being undertaken and documented in the Transport Assessment [**APP-166/3.3**], the junction visibility was reassessed using the 85th Percentile speeds. [Table 5](#) outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

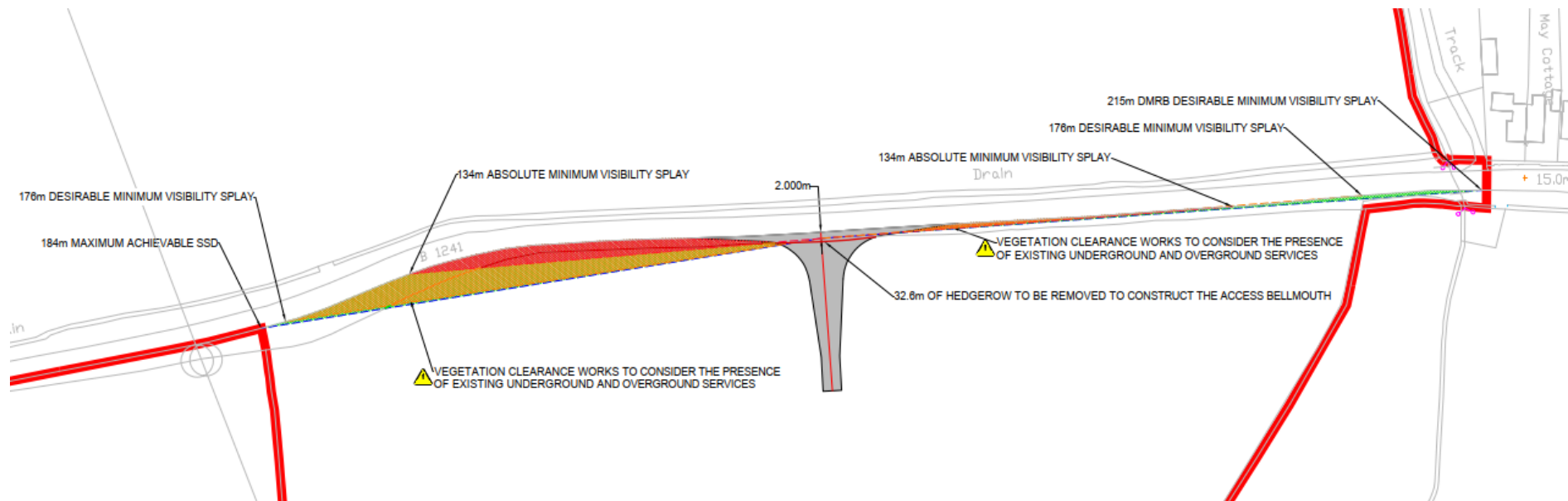


Figure 14: Kexby Lane South Access Junction Layout

Table 5: Kexby Lane South Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m ^b	Desirable Minimum DMRB Design Speed	100kph	130.3 m	0.0 m	32.6m
176m	Desirable Minimum Speed Survey	89.3 kph ^c	128.0 m	0.0 m	
134m	Absolute Minimum Speed Survey	89.3 kph	92.2 m	0.0 m	

- 5.1.9 The speed survey result demonstrates that a desirable minimum SSD based upon the 85th percentile speeds would not be constrained by the Order Limits, meaning vegetation removal to achieve this visibility requirement can be completed using the powers being sought by the DCO.
- 5.1.10 During construction, the Transport Assessment Report **[APP-166/3.3]** indicates that a peak daily forecast of 35 vehicles would be turning into and out of the access. During operation these vehicle movements reduce, with up to 14 vehicles per day anticipated across the entire site. Due to the relatively low number of turning movements during construction and the low ecological value of the surrounding, the desirable minimum was deemed to be acceptable as noted in the meeting minutes included in Appendix A.3.
- 5.1.11 The information in Table 5 was prepared for LCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.
- 5.1.12 Following a meeting with LCC on 17 May 2023, and the information presented by the Applicant, LCC advised in their formal response on the 7 July 2023 that for the Kexby Road South Access, visibility requirements of Speed Survey Absolute Minimum should be adopted.
- 5.1.13 This decision was made on the balance of minimising the loss of existing hedgerow, which will act as established screening to the proposed development, and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.
- 5.1.14 Access drawing 60664324-HGN-DR-CH-0017 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has therefore been updated to reflect the revised visibility requirement of 134m and issued as part of the Applicant's Deadline 2 submission.

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Maximum achievable visibility to left 186m

^c Average daily 85th percentile (7days), worst case direction

Junction Cumulative Impact Assessment

- 5.1.15 The Kexby Lane South junction is identified on the Applicants access plans only. Therefore, there is no cumulative impact associated with the other solar park access strategies.

Conclusion

- 5.1.16 Through engagement with LCC, the Applicant has been able to agree a change to the visibility splay parameters for Kexby Lane South, this change results in the extent of hedgerow removal to the left of the junction being reduced by approximately 38.1m. This will reduce the overall environmental impact of this junction without needing to relocate the access closer to the properties to the east to achieve the same effect.
- 5.1.17 Whilst the hedgerows are recorded to be of little value from an ecological or heritage perspective, they have some importance from a landscape and visual perspective, in terms of screening the solar development. This reduction in the visibility splay parameters will enable more of the existing hedgerow to be retained, whilst still allowing the access to be operated safely. Furthermore, any hedgerow removed will be replanted in a position that compliments the access proposals so any remaining landscape and visual impacts associated with hedgerow removal would be short in duration until the establishment of the replacement hedgerow.
- 5.1.18 This change to visibility splay parameters reduces the overall area of vegetation management and has reduced hedgerow removal by 38.1m.**

6. Access C: Kexby Lane North Access

- 6.1.1 Kexby Lane North Access is a proposed construction access and secondary operational access for the site. Kexby Lane North is located approximately 110m west of Kexby Lane South, utilising an existing field access. The existing situation is as shown in [Figure 15](#) and [Figure 16](#).
- 6.1.2 To facilitate the decision-making process for LCC on the selection of an appropriate junction visibility splay to apply, the Applicant prepared a summary of the environmental importance of adjacent and affected features which is provided below:
- 6.1.3 From an ecological perspective, there is no existing hedgerow running parallel to the eastbound carriageway. However semi-improved grassland is noted to be present alongside the existing ditch.
- 6.1.4 From a heritage perspective, there is nothing of significance along the eastbound carriageway.
- 6.1.5 From an LVIA perspective, there is nothing of significance along the eastbound carriageway.



Figure 15: Kexby Lane North Access Existing Situation Aerial View



Figure 16: Kexby Lane North Access Existing Situation Street View

Junction Visibility

- 6.1.6 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 17](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m of SSD.
- 6.1.7 The visibility to the left of the junction indicates some vegetation clearance on the southern side of the carriageway. However, the vegetation clearance on the southern side is likely to be incorporated within the Kexby Road South Access visibility requirements so no additional clearance would be undertaken for Kexby Road North.
- 6.1.8 Following a speed survey being undertaken and documented in the Transport Assessment [**APP-166/3.3**], the junction visibility was reassessed using the 85th Percentile speeds. [Table 6](#) outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

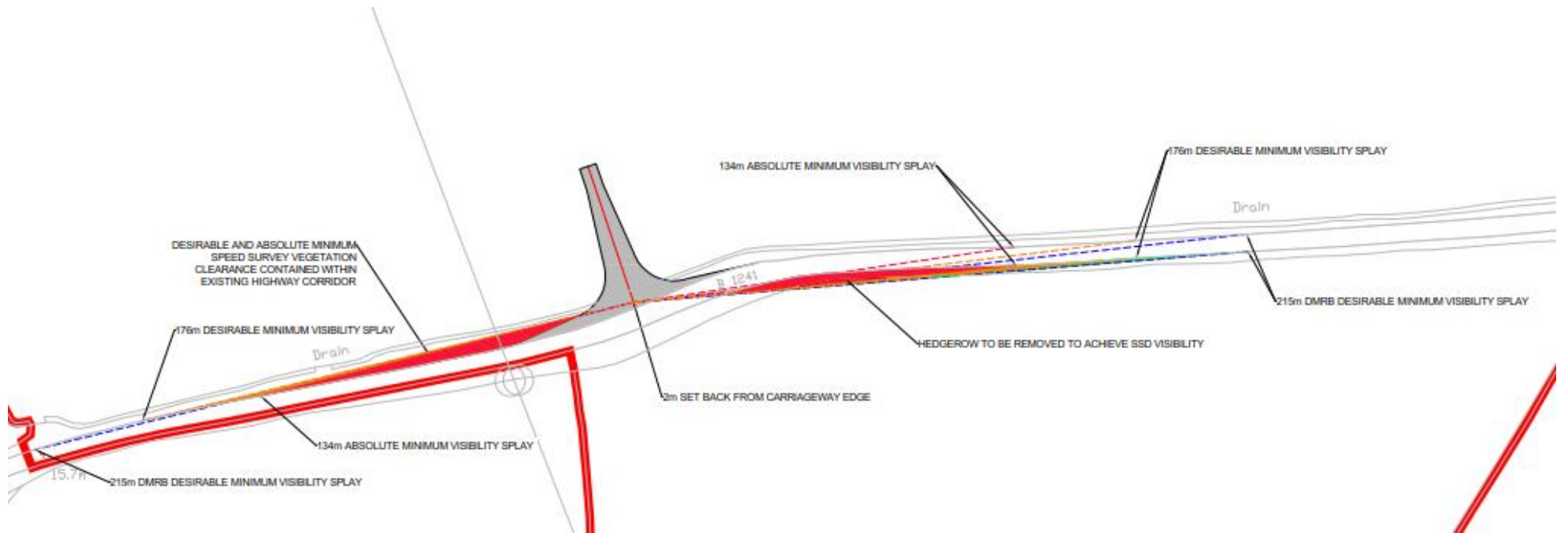


Figure 17: Kexby Lane North Access Junction Layout

Table 6: Kexby Lane North Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m	Desirable Minimum DMRB Design Speed	100kph	59.6 m	0.0 m	0.0m
176m	Desirable Minimum Speed Survey	89.3 kph ^b	49.1 m	0.0 m	
134m	Absolute Minimum Speed Survey	89.3 kph	30.5 m	0.0 m	

6.1.9 During construction the Transport Assessment Report **[APP-166/3.3]** indicated that a peak daily forecast of 20 vehicles would be turning into and out of the access. During operation vehicle movements reduce considerably, with up to 14 vehicles per day anticipated across the entire site.

6.1.10 The information in Table 6 was prepared in order for LCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.

6.1.11 Following a meeting with LCC on 17 May 2023 and the information presented by the Applicant, LCC advised in their formal response on the 7 July 2023 that for the Kexby Road North Access, visibility requirements of Speed Survey Absolute Minimum should be adopted.

6.1.12 This decision was made on the balance of minimising the loss of existing hedgerow, which will act as established screening to the proposed development, and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.

6.1.13 Access drawing 60664324-HGN-DR-CH-0016 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has therefore been updated to reflect the revised visibility requirement of 134m and issued as part of the Applicant's Deadline 2 submission.

Junction Cumulative Impact Assessment

6.1.14 The Kexby Lane North junction is identified on the Applicant's access plans only. Therefore, there is no cumulative impact associated with the other Solar Park Schemes access strategy. Conclusion

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

Conclusion

- 6.1.15 Through engagement with LCC, the Applicant has agreed a change to the visibility splay parameters for Kexby Lane North, this change results in the extent of hedgerow removal to the right of the junction being reduced by approximately 29.1m. However, the overall removal required is to be read in conjunction with Kexby Lane South. This is due to the fact that the majority of the area recorded for Kexby Lane North is already required to be removed for the Kexby Lane South access.
- 6.1.16 Due to the position of the Kexby Lane North access and the agreed visibility design parameters, the visibility splays are largely contained within the verges of the existing carriageway on the eastbound carriageway. As a consequence, this access proposal will not limit or constrain any proposed tree and shrub belt planting that is proposed to screen the solar panels that are proposed to be installed on the land to the north of Kexby Lane.
- 6.1.17 Any hedgerow removed will be replanted in a position that compliments the access proposals so any remaining landscape and visual impacts associated with hedgerow removal would be short in duration until the establishment of the replacement hedgerow.
- 6.1.18 **This change to visibility splay parameters reduces the overall area of vegetation management and has reduced hedgerow removal by 29.1m.**

7. Access F: Marton Road Access

- 7.1.1 Marton Road Access (E-W) is proposed for operational traffic only. The proposed junction is located to the south of Willingham by Stow, utilising an existing farm access. The existing situation is as shown in [Figure 18](#) and [Figure 19](#).
- 7.1.2 From an ecological perspective, there is an existing hedgerow which is classified as species poor, with no mature trees present with the potential to support bats. However, these trees could support nesting birds during breeding season so any clearance should be outside this period.
- 7.1.3 From a heritage perspective, these hedgerows have been classified as important in order to preserve the historic nature of this landscape.
- 7.1.4 From an LVIA perspective, this existing hedgerow stretch has been identified as an area of advanced planting to reinforce the existing hedgerow and grow its height to avoid any glint and glare effects along Marton Road.



Figure 18: Marton Road Access Existing Situation Aerial View



Figure 19: Marton Road Access Existing Situation Street View

- 7.1.5 The removal of vegetation for this access was considered the most sensitive of all accesses given hedgerows were important for both landscape and heritage purposes, and in an area where advance planting was proposed. Therefore, the project team reviewed this access as part of its internal access track arrangements to determine if it could be removed from the scheme. Following this review, the project team has decided to remove this access from its plans. Access to this section of the solar array will be provided via the private means of access track adjacent to the junction of Marton Road and B1241 High Street (Access E). Access F was proposed only for use during operation and then as a minor additional access, so very few vehicles would have used this access.
- 7.1.6 The removal of this access arrangement ensures that the existing hedgerow can be retained in its entirety to support the proposed early planting activities presented in the ES. It also means that planting can take place across the existing access, thereby filling a current 'gap' in the screening in this area and increasing the amount of hedgerow compared to the existing scenario.
- 7.1.7 All relevant DCO materials have been updated to reflect this change in access strategy.

Conclusion

- 7.1.8 This review has concluded that the construction of this access would have resulted in environmental impacts that could be avoided through the use of alternative proposed access locations to the site. Therefore the removal of this proposed upgrade to an existing access point allows the Applicant the opportunity to plant advance planting across the existing access to further mitigate any landscape and visual and glint and glare effects. This change reduces environmental impacts compared to the designs presented in the ES.
- 7.1.9 **The Applicant has reviewed their access strategy and proposes to remove Marton Road as an access option. Thereby enabling greater opportunities for advance planting to mitigate any landscape and visual impacts.**

8. Access M: A1500 Stow Park Road North Access

- 8.1.1 The A1500 Stow Park Road North access is proposed to facilitate construction of the GCC. Located to the east of Marton, the proposed access will be a new junction on the north side of the A1500. The existing situation is as shown in [Figure 20](#) and [Figure 21](#).
- 8.1.2 From an ecological perspective there is an intact native species rich hedgerow running parallel to the eastbound carriageway. There are no mature trees recorded with the potential to support bats. However, any trees are likely to support nesting birds during the breeding season so clearance during this period should be avoided.
- 8.1.3 From a heritage perspective, this hedgerow is classified as not important.
- 8.1.4 From an LVIA perspective, the quantum of hedgerow removal should be kept to a minimum in order to prevent the opening up of views of West Burton.



Figure 20: A1500 Stow Park Road North Access Existing Situation Aerial View



Figure 21: A1500 Stow Park Road North Access Existing Situation Street View

Junction Visibility

- 8.1.5 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 22](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.
- 8.1.6 Following a speed survey being undertaken and documented in the Transport Assessment Report **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. [Table 7](#) outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

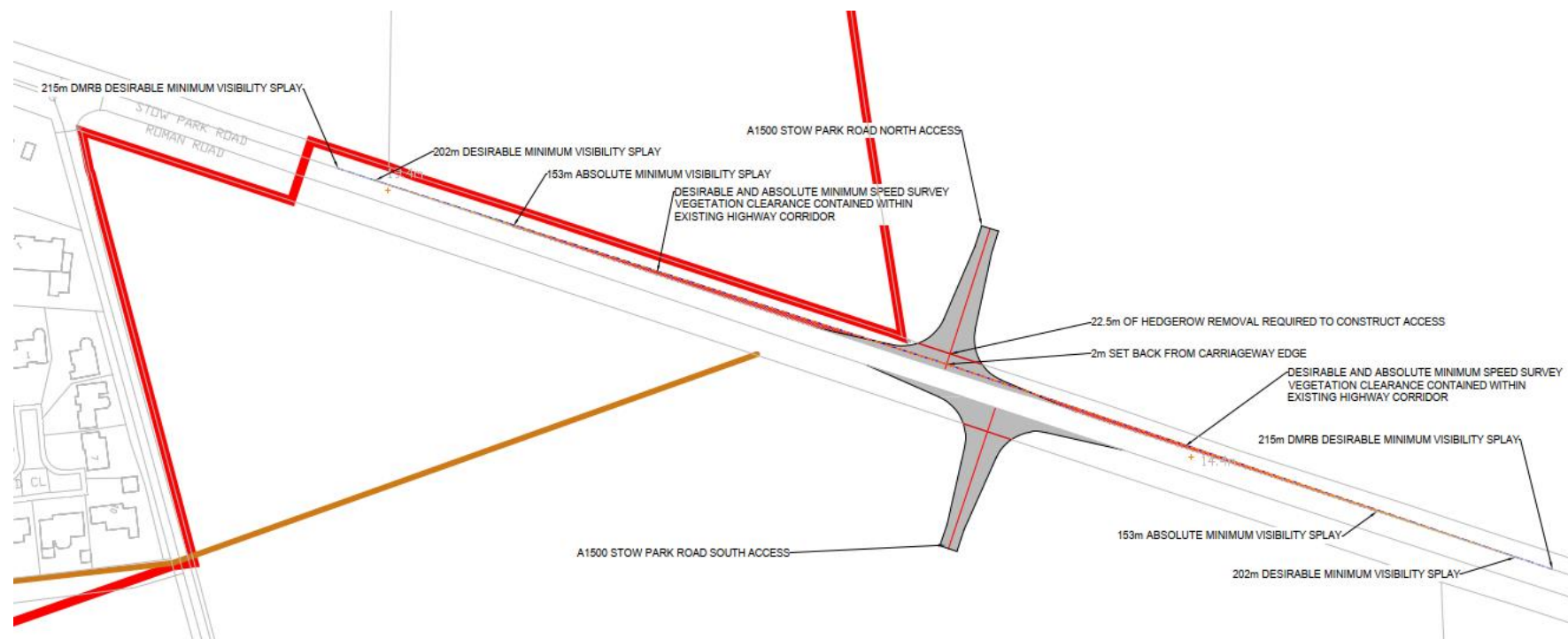


Figure 22: A1500 Stow Park Road North Access Junction Layout

Table 7: A1500 Stow Park Road North Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m	Desirable Minimum DMRB Design Speed	100kph	0.0 m	0.0 m	22.5m
202m	Desirable Minimum Speed Survey	96.9 kph ^b	0.0 m	0.0 m	
153m	Absolute Minimum Speed Survey	96.9 kph	0.0 m	0.0 m	

8.1.7 During construction the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the Grid Connection Corridor as a whole. The Transport Assessment Report **[APP-166/3.3]** assessed the full 58 vehicles as a worst-case scenario.

8.1.8 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.

8.1.9 Whilst there is a change in speed limit from 30mph to 60mph approximately 295m west of the access, the straight horizontal alignment results in the 85th percentile being close to the posted speed. As a result, there is minimal difference in the area of vegetation clearance required to achieve the visibility. Vegetation clearance as shown in [Figure 22](#) is limited to the existing highway boundary and therefore not anticipated to impact boundary hedgerow outside the highway. Due to the offset of the hedgerow alignment, there is no impact on hedgerows bar the extents required to construct the access.

8.1.10 This information in Table 7 was prepared in order for LCC to confirm the application of the speed survey desirable minimum for the A1500 Stow Park Road North access.

8.1.11 Following a meeting with LCC on 17 May 2023 and the information presented by the Applicant, LCC advised in their formal response on the 7 July 2023 that for the A1500 Stow Park Road North Access, visibility requirements of Desirable Minimum for 60mph should be adopted.

8.1.12 The selection of the desirable minimum value was considered appropriate due to the speed survey 85th percentile aligning closely with the theoretical design speed of 100kph. Furthermore, the hedgerow removal in this area would be limited to the construction of the access alone.

Junction Cumulative Impact Assessment

8.1.13 To access land to the north off the A1500 Stow Park Road, the Applicant intends to provide a new access off point 11/06 as shown on Sheet 11 of the Streets, Rights of Way and Access Plans **[EN010131APP/5.3]**. Following a

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

^c Approximately 20.3m of hedgerow removal required to construct access

review of the other Scheme proposals, the following projects have defined accesses in this location using the following referencing.

- Cottam Solar Project Access AC109 and Access AC111 [EN010133]
- Tillbridge Solar Park Access AC10 [EN010142]

8.1.14 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in [Figure 23](#) for reference

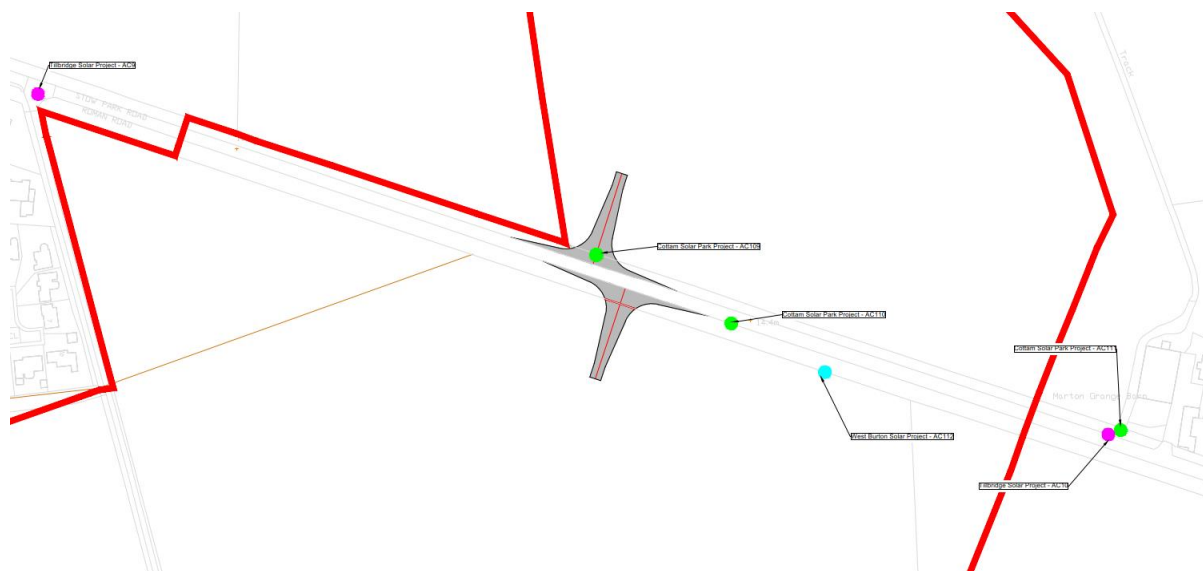


Figure 23 A1500 Stow Park Road North Access Commonality Review

8.1.15 Whilst Cottam Solar Park propose an access to the north via of the A1500, Access AC109, in alignment with the Applicant, there remains an opportunity to reduce the cumulative impacts of the access proposals on the A1500 Stow Park Road.

8.1.16 The Applicant has discussed these considerations with each developer and currently each party is reviewing these constraints to determine whether their access proposals could align with the proposed access at point 11/06.

Conclusion

8.1.17 Following engagement with LCC, the Applicant has been able to agree that the original design and the respective visibility splays were a proportionate approach when assessing vegetation removal versus the provision of an access that can be safely accessed and egressed.

8.1.18 This assessment does demonstrate that hedgerow removal will be limited to the construction of the access itself, with no additional hedgerow removal required to provide the required junction visibility. This change reduces the hedgerow removal compared to the worst-case scenario assessed in the ES.

8.1.19 There are further opportunities at the A1500 Stow Park Road North to align access proposals between the respective developers in order to reduce the

overall cumulative impacts. The Applicant will continue this engagement and will feedback to the examining authority any changes that are agreed.

8.1.20 This change to visibility splay parameters reduces the overall area of vegetation management and has confirmed that hedgerow removal is limited to 22.5m only to construct the access only.

9. Access G: A1500 Stow Park Road South Access

- 9.1.1 The A1500 Stow Park Road South access is proposed to facilitate the GCC. Located to the east of Marton, the proposed access will be a new junction on the south side of the A1500. The existing situation is as shown in [Figure 24](#) and [Figure 25](#).
- 9.1.2 From an ecological perspective, there is an intact native species rich hedgerow running parallel to the westbound carriageway. There are no mature trees recorded with the potential to support bats. However, any trees are likely to support nesting birds during the breeding season so clearance should avoid this period.
- 9.1.3 From a heritage perspective, this hedgerow is classified as not important.
- 9.1.4 From an LVIA perspective, the quantum of hedgerow removal should be kept to a minimum in order to prevent the opening up of views of West Burton.

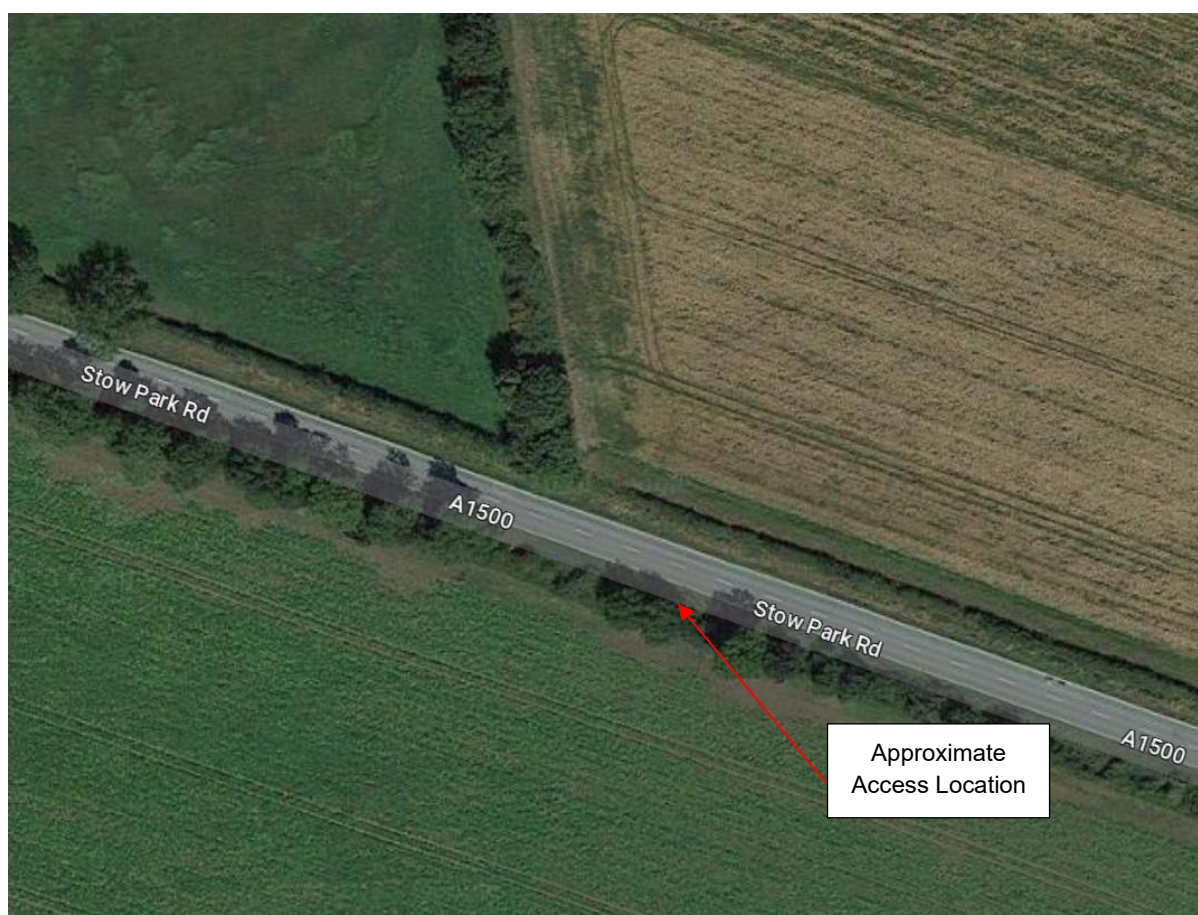


Figure 24: A1500 Stow Park Road South Access Existing Situation Aerial View



Figure 25: A1500 Stow Park Road South Access Existing Situation Street View

Junction Visibility

- 9.1.5 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 26](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.
- 9.1.6 Following a speed survey being undertaken and documented in the Transport Assessment Report **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. [Table 8](#) outlines the visibility distances assessed and the hedgerow clearance to achieve those splays.

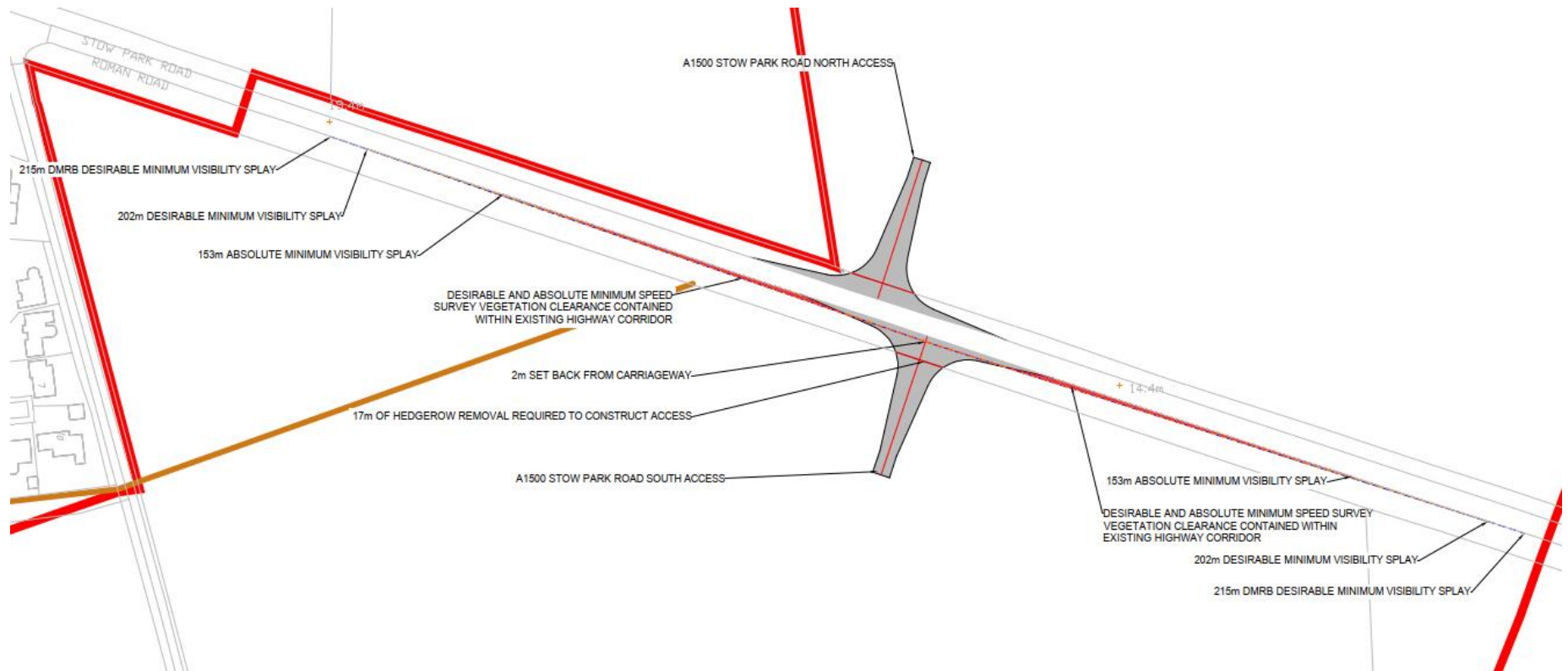


Figure 26: A1500 Stow Park Road South Access Junction Layout

Table 8: A1500 Stow Park Road South Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m	Desirable Minimum DMRB Design Speed	100kph	0.0 m	0.0 m	17.0m
202m	Desirable Minimum Speed Survey	96.9 kph ^b	0.0 m	0.0 m	
153m	Absolute Minimum Speed Survey	96.9 kph	0.0 m	0.0 m	

- 9.1.7 During construction the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the GCC as a whole and assesses the junction on the basis of all vehicles using that junction.
- 9.1.8 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.
- 9.1.9 Whilst there is a change in speed limit from 30mph to 60mph approximately 305m west of the access, the straight horizontal alignment results in the 85th percentile being close to the posted speed. As a result, there is minimal difference in the area of vegetation clearance required to achieve the visibility. Vegetation clearance as shown in [Figure 26](#) is limited to the existing highway boundary and therefore not anticipated to significantly impact boundary hedgerow. Due to the offset of the hedgerow alignment, there is no impact on hedgerows except for the extents required to construct the access.
- 9.1.10 The information in Table 8 was prepared in order for LCC to confirm the application of the speed survey desirable minimum for the A1500 Stow Park Road South access.
- 9.1.11 Following a meeting with LCC on 17 May 2023, and the information presented by the Applicant, LCC advised in their formal response on the 7 July 2023 that for the A1500 Stow Park Road South Access, visibility requirements of Desirable Minimum for 60mph should be adopted.
- 9.1.12 The selection of the desirable minimum value was considered appropriate due to the speed survey 85th percentile aligning closely with the theoretical design speed of 100kph. However, this assessment has demonstrated that hedgerow removal in this area would be limited to the construction of the access alone and therefore there are no changes to any environmental effects.

Junction Cumulative Impact Assessment

- 9.1.13 To access land to the south off the A1500 Stow Park Road, the Applicant intends to provide a new access off point 11/07 as shown on Sheet 11 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]**. Following a review

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

of the other Scheme proposals, the following projects have defined accesses in this location using the following referencing.

- West Burton Solar Park Access AC112 [EN010132]
- Cottam Solar Project Access AC110 [EN010133]
- Tillbridge Solar Park Access AC9 [EN010142]

9.1.14 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in [Figure 27](#) for reference.

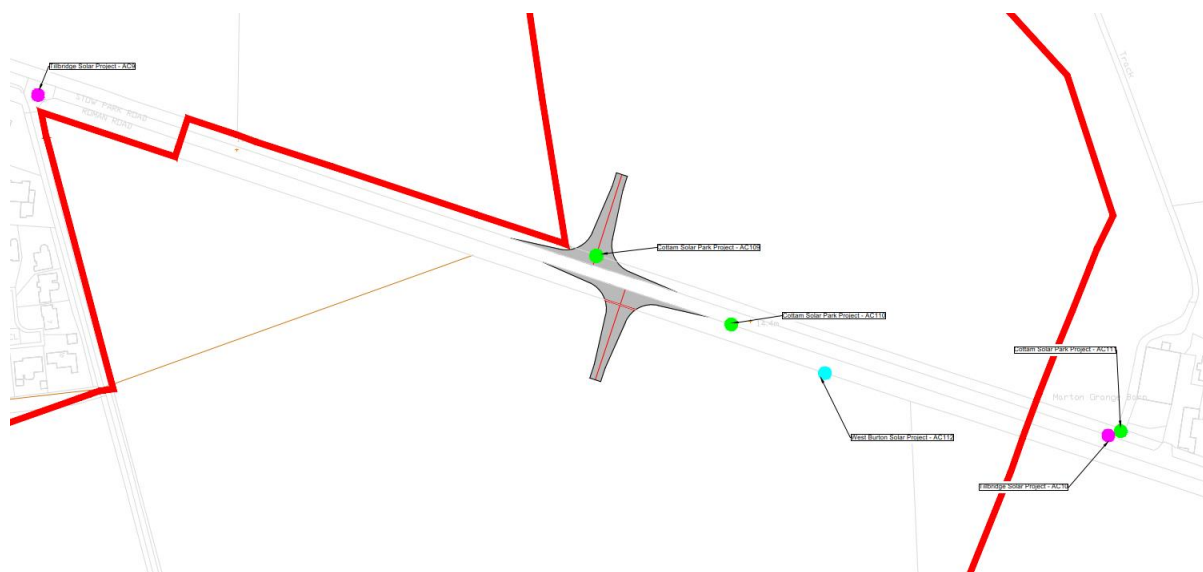


Figure 27 A1500 Stow Park Road South Commonality Assessment

9.1.15 Currently Gate Burton, West Burton and Cottam Solar Park propose new accesses off the A1500. The location of the Gate Burton access was selected to provide a stagger from the access on the northern side of the carriageway, whilst minimising impact of existing trees and utilities.

9.1.16 The Applicant has discussed these considerations with each developer and currently each party is reviewing these constraints to determine whether their access proposals could align with the proposed access at point 11/07.

Conclusion

9.1.17 Following engagement with LCC, the Applicant has been able to agree that the original design and the respective visibility splays were a proportionate approach when assessing vegetation removal versus the provision of an access that can be safely accessed and egressed.

9.1.18 This assessment however does demonstrate that hedgerow removal will be limited to the construction of the access itself, with no additional hedgerow removal required to provide the required junction visibility. This change reduces the hedgerow removal compared to the worst-case scenario assessed in the ES.

9.1.19 There are further opportunities at the A1500 Stow Park Road South to align access proposals between the respective developers in order to reduce the

overall cumulative impacts. The Applicant will continue this engagement and will feedback to the examining authority any changes that are agreed.

9.1.20 This change to visibility splay parameters reduces the overall area of vegetation management and has confirmed that hedgerow removal is limited to 17.0m only to construct the access only.

10. Access J: Headstead Bank East Access

Headstead Bank East access is a proposed junction as part of the GCC. The proposed junction is on the east side of Headstead Bank approximately 100m south of Broad Lane. The proposed access utilises an existing field access as shown in

10.1.1 [Figure 28](#) and [Figure 29](#).

10.1.2 To facilitate the decision-making process for NCC on the selection of an appropriate junction visibility splay to apply, the Applicant prepared a summary of the environmental importance of adjacent and affected features which is provided below:

10.1.3 From an ecological perspective, the hedgerow on the eastern side of Headstead Bank has been assessed as a species poor hedgerow. Trees present within this hedgerow are however likely to support nesting birds during the breeding season so clearance should be avoided during this period.

10.1.4 From a heritage perspective, these hedgerows are not classified as important.

10.1.5 From a LVIA perspective, removal of roadside vegetation along the eastern side of the road will remove bands of semi-mature trees, which are important to the local visual character and should be preserved where practicable.



Figure 28: Headstead Bank East Access Existing Layout Aerial View



Figure 29: Headstead Bank East Access Existing Layout Street View

Junction Visibility

- 10.1.6 The proposed access junction has been designed in accordance with the DMRB CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 30](#). Visibility proposals within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD.
- 10.1.7 Headstead Bank does not have a posted speed limit within the vicinity of the access and therefore the National Speed Limit of 60mph would apply to this section of highway. Therefore, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD. However, Headstead Bank is a single-track road between 3.5m and 4m wide at the access point. As such, vehicle speeds would be expected to be lower than 60mph, as confirmed by speed survey, see below.

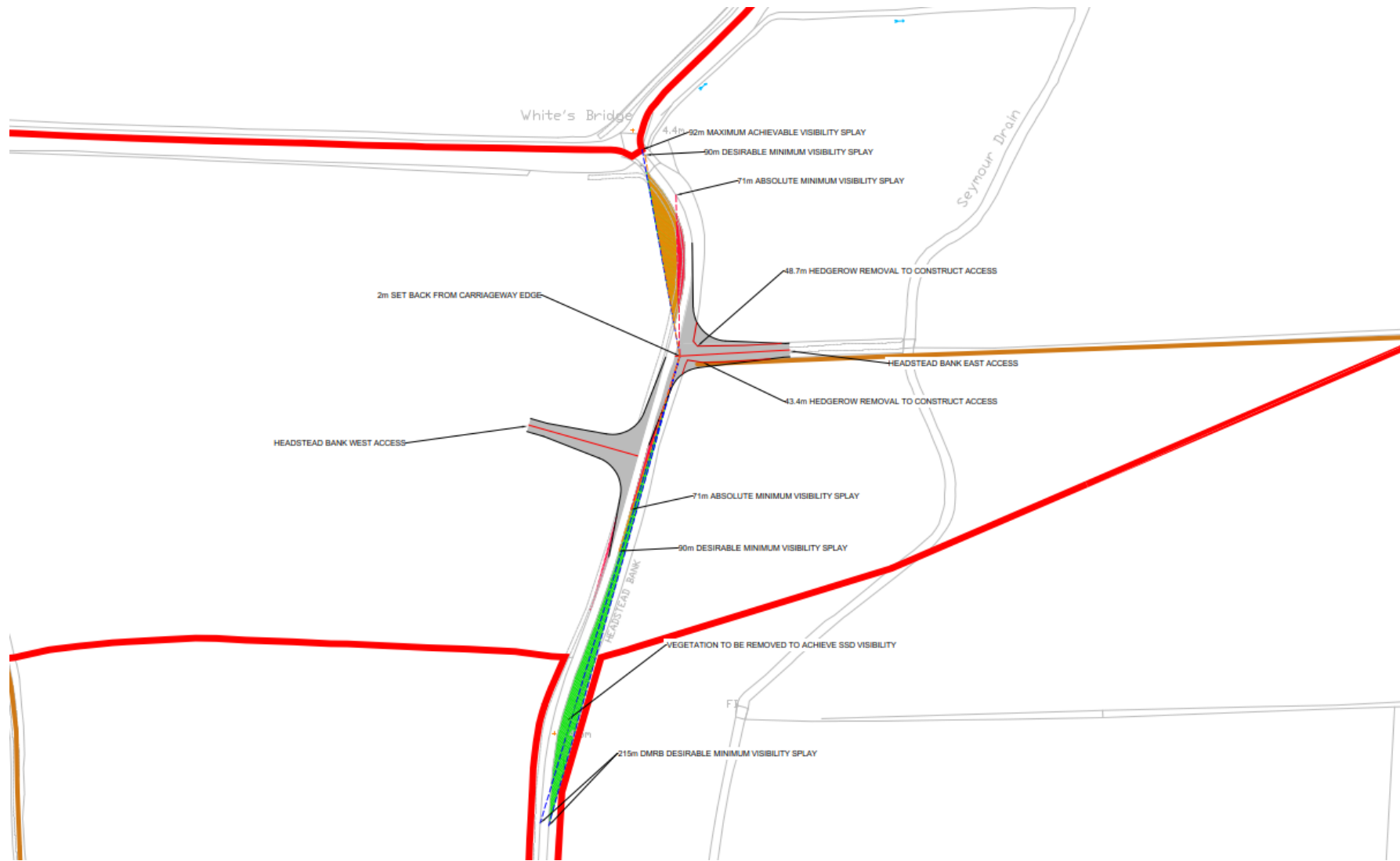


Figure 30: Headstead Bank East Access Junction Layout

10.1.8 Following a speed survey being undertaken and documented in the Transport Assessment **[APP-166/3.3]**, the observed vehicle speeds along the section of carriageway was significantly lower than the posted speed. As such, the junction visibility was reassessed using the 85th Percentile speeds. **Table 9** outlines the visibility distances assessed and the associated vegetation clearance.

Table 9: Headstead Bank East Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m ^b	Desirable Minimum DMRB Design Speed	100kph	52.9 m	0.0 m	92.0 m
90m	Desirable Minimum Speed Survey	59.9 kph ^c	0.0 m	0.0 m	
71m	Absolute Minimum Speed Survey	59.9 kph	0.0 m	0.0 m	

10.1.9 During construction, the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the GCC as a whole. This peak daily forecast has been applied at each access however, the Transport Assessment Report **[APP-166/3.3]** recognises that this reflects a worst-case scenario as each access may only in practice receive a percentage of this daily forecast as vehicles may only travel to a few of the grid connection corridor accesses per day.

10.1.10 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.

10.1.11 The information in **Table 9** was prepared in order for NCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.

10.1.12 Following a meeting with NCC on 12 June 2023, and the information presented by the Applicant, NCC advised in their formal response on the 6 July 2023 that for the Headstead Bank East Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

10.1.13 This decision was made on the balance of minimising the loss of existing vegetation and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.

10.1.14 Access drawing 60664324-HGN-DR-CH-0010 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** have been updated to

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Maximum achievable visibility to right 92.5m

^c Average daily 85th percentile (7days), worst case direction

reflect the revised visibility requirement of 90m and issued as part of the Applicant's Deadline 2 submission.

10.1.15 The application of the desirable minimum speed survey therefore enables the Applicant to confirm a reduction in the overall hedgerow removal required of 52.9m. This will therefore maintain an overall greater quantum of established hedgerow to the south of the access proposals.

Junction Cumulative Impact Assessment

10.1.16 To access land to the east off Headstead Bank, the Applicant intends to provide a new access off point 14/03 as shown on Sheet 14 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]** as amended. Following a review of the other Schemes, the following projects have defined accesses in this location using the following referencing.

- Cottam Solar Project Access AC106 [EN010133]
- Tillbridge Solar Park Access AC5B [EN010142]

10.1.17 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in [Figure 31](#) for reference:

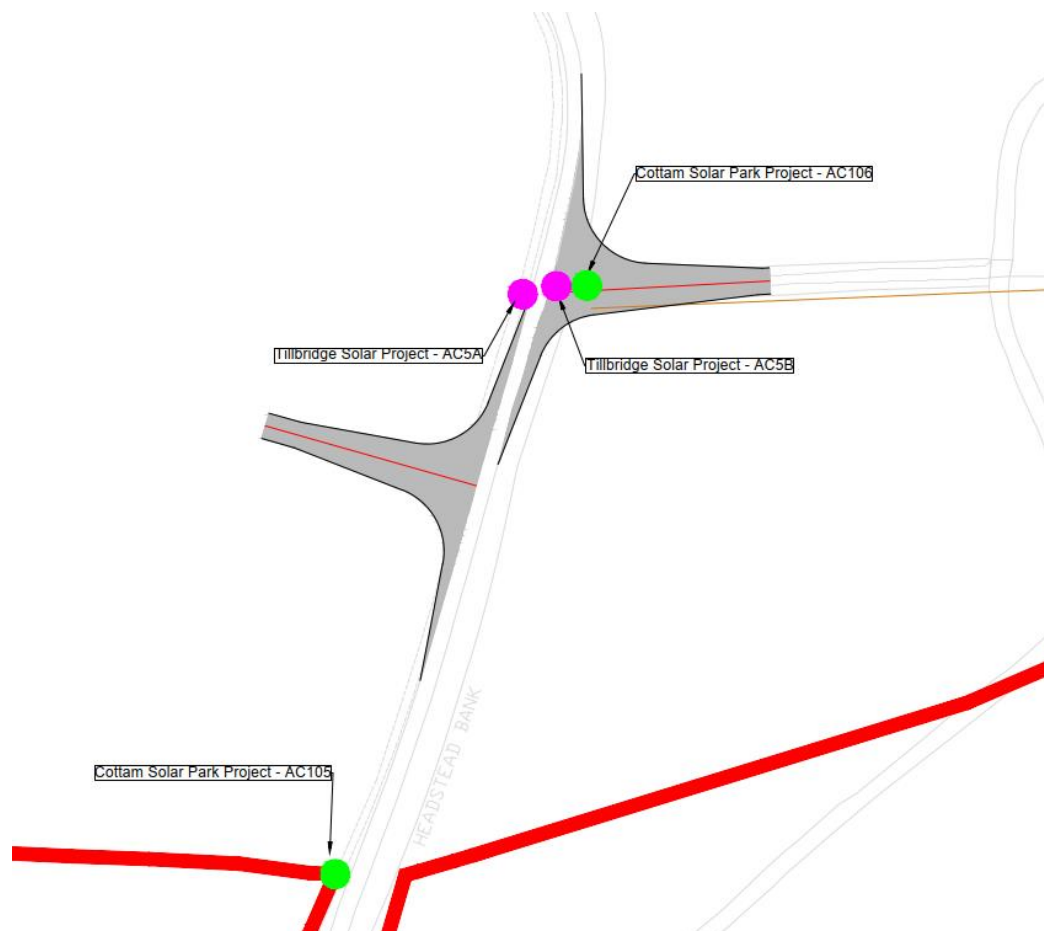


Figure 31 Headstead Bank East Access Commonality Review

10.1.18 As shown in [Figure 31](#), all sites have proposed the same location for this access, which utilises an existing field access. Therefore, cumulative impacts of the access proposals in this area have already been minimised.

Conclusion

10.1.19 Following engagement with NCC, the Applicant has been able to agree a change to the visibility splay requirements to consider the more proportionate desirable minimum SSD derived from the speed survey data that has been recorded. This has resulted in design parameters that provide a more appropriate balance between vegetation removal whilst ensuring that the access can be safely accessed and egressed.

10.1.20 This assessment has identified an overall reduction in the quantity of hedgerow removal required of 52.9m, with hedgerow removal for this access now limited to the construction of the access bellmouth. This change reduces the hedgerow removal compared to the worst-case scenario assessed in the ES.

10.1.21 From a cumulative impact perspective, the Applicant is well aligned with the other developer's proposals for this access and therefore the cumulative impacts in this area have been minimised as much as practicable.

10.1.22 **This change to visibility splay parameters reduces the overall area of vegetation management and has reduced hedgerow removal by 52.9m.**

11. Access K: Headstead Bank West Access

- 11.1.1 Headstead Bank West access is a proposed junction as part of the GCC. The proposed junction is on the west side of Headstead Bank approximately 130m south of Broad Lane. The existing situation is as shown in Figure 32 and Figure 33.
- 11.1.2 To facilitate the decision-making process for NCC on the selection of an appropriate junction visibility splay to apply, the Applicant prepared a summary of the environmental importance of adjacent and affected features which is provided below:
- 11.1.3 From an ecological perspective, there are no hedgerows located on the western side of Headstead Bank. Hedgerow located on the east side has been assessed as a species poor hedgerow.
- 11.1.4 From a heritage perspective, the hedgerows on the east side are not classified as important.
- 11.1.5 From an LVIA perspective, the western site entrance and related vegetation removal is visually not significant as no notable screening boundary vegetation is present. Removal of roadside vegetation along the eastern side of the road would affect bands of semi-mature trees, which are important to the local visual character and should be preserved where practicable.



Figure 32: Headstead Bank West Access Existing Layout Aerial View



Figure 33: Headstead Bank West Access Existing Layout Street View

Junction Visibility

- 11.1.6 The proposed access junction has been designed in accordance with DMRB Standard CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 34](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD.
- 11.1.7 Headstead Bank does not have a posted speed limit within the vicinity of the access and therefore the National Speed limit of 60mph would apply to this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD. However, Headstead Bank is a single-track road between 3.5m and 4m wide at the access point. As such, vehicle speeds would be expected to be lower than 60mph, as confirmed by speed survey.

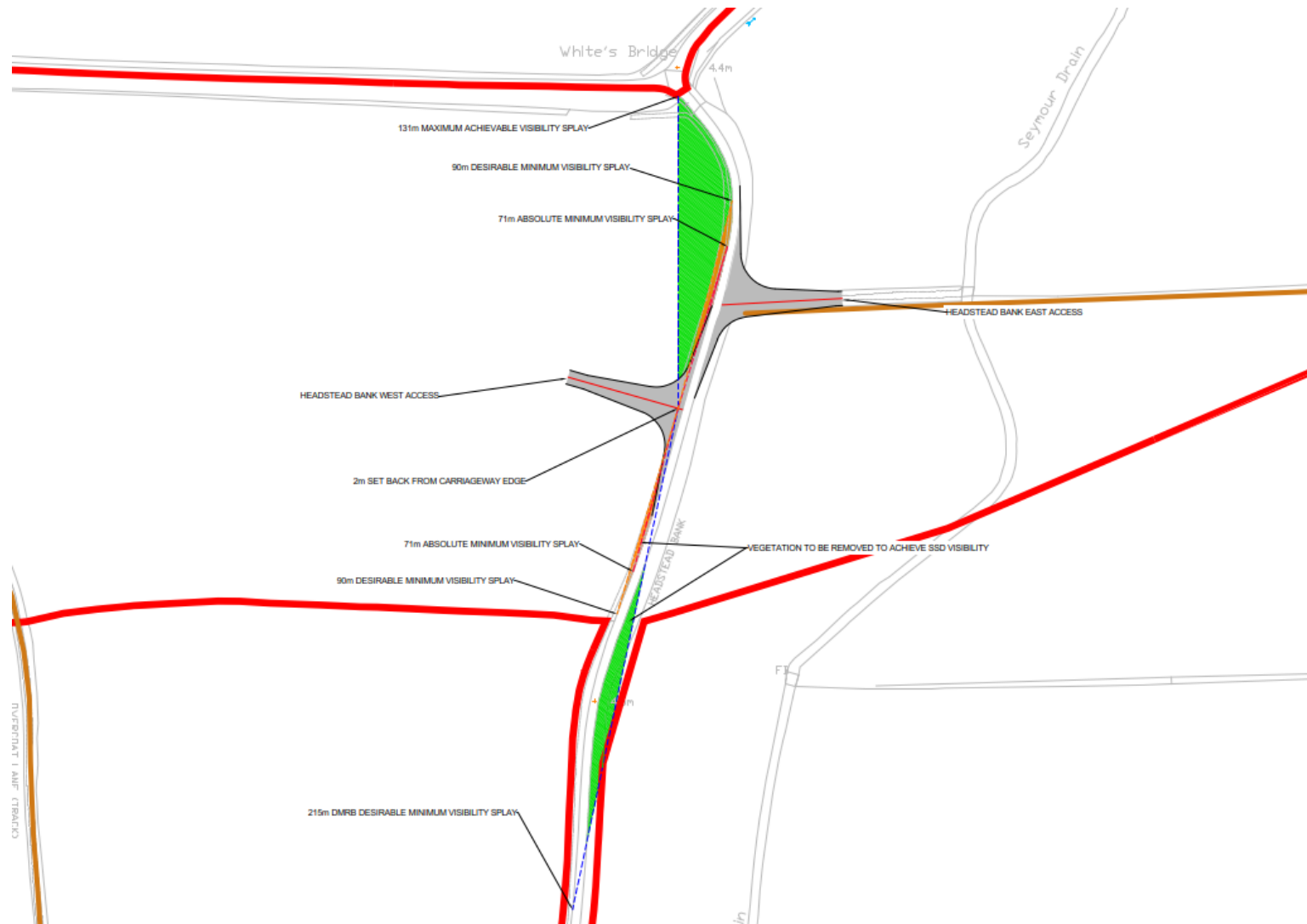


Figure 34: Headstead Bank West Access Junction Layout

11.1.8 Following a speed survey being undertaken and documented in the Transport Assessment [APP-166/3.3], the observed vehicle speeds along the section of carriageway were significantly lower than the posted speed. As such, the junction visibility was reassessed using the 85th Percentile speeds. Table 10 outlines the visibility distances assessed and the associated vegetation clearance to achieve that visibility.

Table 10: Headstead Bank West Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Removal		
			Left	Right	Access Construction
215m ^b	Desirable Minimum DMRB Design Speed	100kph	0.0 m	51.6 m	0.0 m
90m	Desirable Minimum Speed Survey	59.9 kph ^c	0.0 m	0.0 m	
71m	Absolute Minimum Speed Survey	59.9 kph	0.0 m	0.0 m	

11.1.9 During construction, the Transport Assessment Report [APP-166/3.3] notes that a peak daily forecast of 58 vehicles would be arriving and departing from the GCC as a whole. This peak daily forecast has been applied at each access however, the Transport Assessment Report [APP-166/3.3] recognises that this reflects a worst-case scenario as each access may only in practice receive a percentage of this daily forecast as vehicles may only travel to a few of the GCC accesses per day.

11.1.10 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.

11.1.11 The information in Table 10 was prepared for NCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.

11.1.12 Following a meeting with NCC on 12 June 2023, and the information presented by the Applicant, NCC advised in their formal response on 6 July 2023 that for the Headstead Bank East Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

11.1.13 This decision was made on the balance of minimising the loss of existing vegetation and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.

11.1.14 Access drawing 60664324-HGN-DR-CH-0011 presented in the Framework Construction Traffic Management Plan [APP-167/3.3] has therefore been updated to reflect the revised visibility requirement of 90m and issued as part of the Applicant's Deadline 2 submission.

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Maximum achievable visibility to right 131.0m

11.1.15 The application of the desirable minimum speed survey therefore enables the Applicant to confirm a reduction in the overall hedgerow removal of 51.6m. However, it is noted that a large portion of the hedgerow identified for removal was also identified for removal as part of the Headstead Bank East Access prior to the change in visibility splay parameters.

Junction Cumulative Impact Assessment

11.1.16 To access land to the west off Headstead Bank, the Applicant intends to provide a new access point off point 14/20 as shown on Sheet 14 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]**. Following a review of the other Scheme proposals, the following projects have defined accesses in this location using the following referencing:

- Cottam Solar Project Access AC105 [EN010133]
- Tillbridge Solar Park Access AC5A [EN010142]

11.1.17 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in [Figure 35](#) for reference:

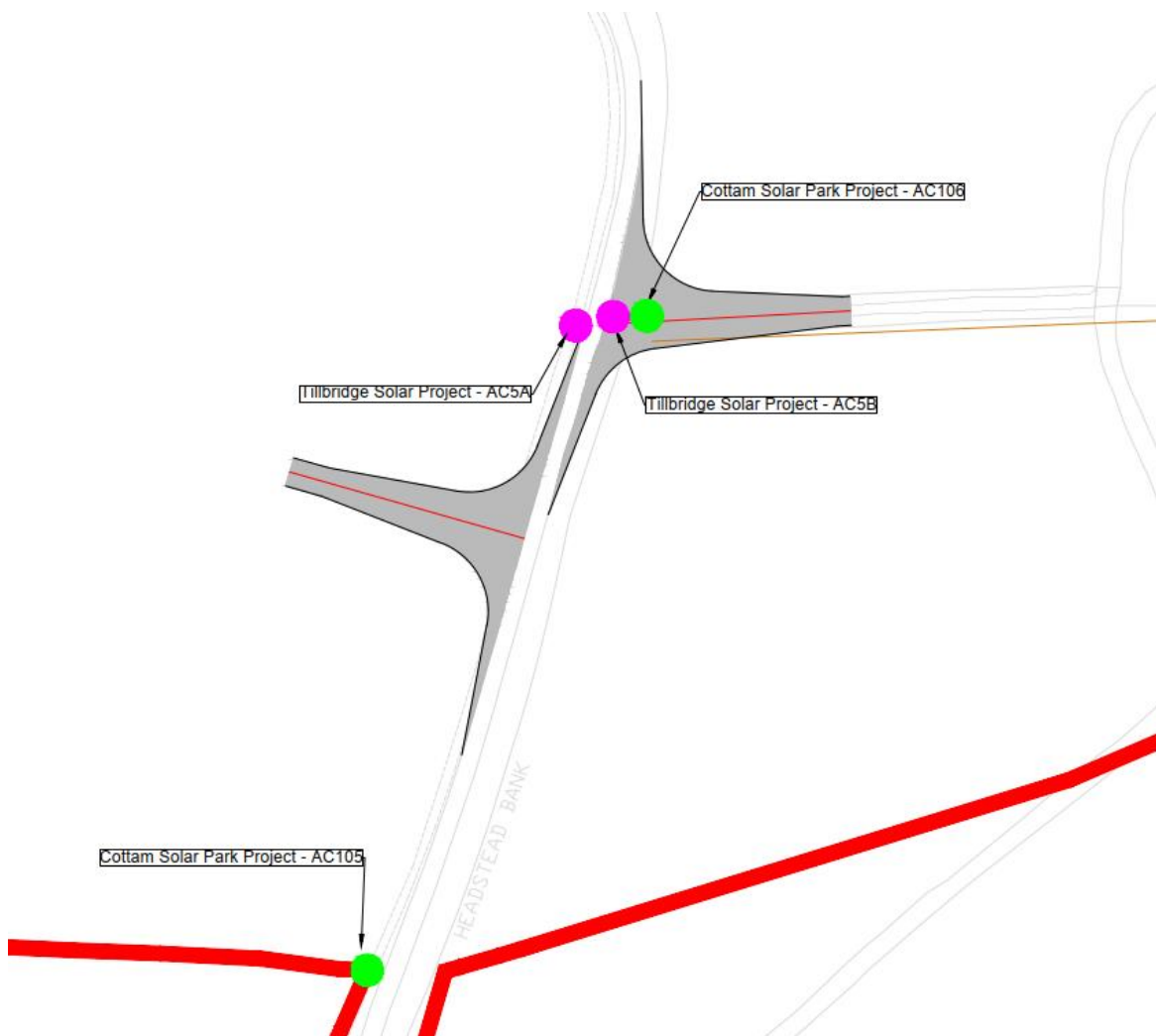


Figure 35 Headstead Bank West Access Commonality Review

11.1.18 The Applicant has discussed the option to align accesses in this location and currently each party is reviewing to determine whether their access proposals could align with the proposed access at point 14/20.

Conclusion

11.1.19 The northbound carriageway of Headstead Bank in this location does not feature an established hedgerow. However, due to the original design requirements having to consider a design speed that has been identified as being far greater than the speed surveys recorded. The original design identified hedgerow to be removed on the southbound carriageway in order to meet visibility requirements. Although the hedgerows to the east are not important for ecological or heritage purposes. There are some semi-mature trees that have value from a landscape and visual perspective to the east so therefore efforts have been made to reduce the impact on this area.

11.1.20 Following engagement with NCC, the Applicant has been able to agree a change to the visibility splay requirements to consider a more proportionate

desirable minimum SSD that has been derived from the available speed survey data.

11.1.21 This assessment has identified an overall reduction in the quantity of hedgerow removal required of 51.6m. This change reduces the hedgerow removal compared to the worst-case scenario assessed in the ES. However, it is noted that the hedgerow to be removed was largely part of the area also defined as to be removed for the Headstead Bank East access.

11.1.22 There are further opportunities at the Headstead Bank West access to align access proposals between the respective developers in order to reduce the overall cumulative impacts. The Applicant will continue this engagement and will feedback to the examining authority any changes that are agreed.

11.1.23 This change to visibility splay parameters reduces the overall area of vegetation management and has reduced hedgerow removal by 51.6m.

12. Access O: Cottam Road North Access

- 12.1.1 Cottam Road North access is a proposed junction as part of the GCC. The proposed access is located on the north side of Cottam Road to the west of Cow Pasture Lane. The existing situation is as shown in [Figure 36](#) and [Figure 37](#).
- 12.1.2 From an ecological perspective, the hedgerow running parallel with Cottam Road on the eastbound carriageway is classified as a species poor hedgerow. This hedgerow has limited ecological value, with only little opportunity for nesting birds.
- 12.1.3 From a heritage perspective, the hedgerows have been assessed as being important for heritage. However, removal of affected hedgerow has been assessed as part of the impact assessment on historic landscape in the ES. A commitment is made to replanting, secured through the Outline Landscape and Environmental Management Plan **[APP-231/7.10]**, ensuring that there are no significant effects of this removal.
- 12.1.4 From an LVIA perspective, there is nothing of significance along the eastbound carriageway.



Figure 36: Cottam Road North Access Existing Layout Aerial View



Figure 37: Cottam Road North Access Existing Layout Street View

Junction Visibility

- 12.1.5 The proposed access junction has been designed in accordance with DMRB CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 38](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.

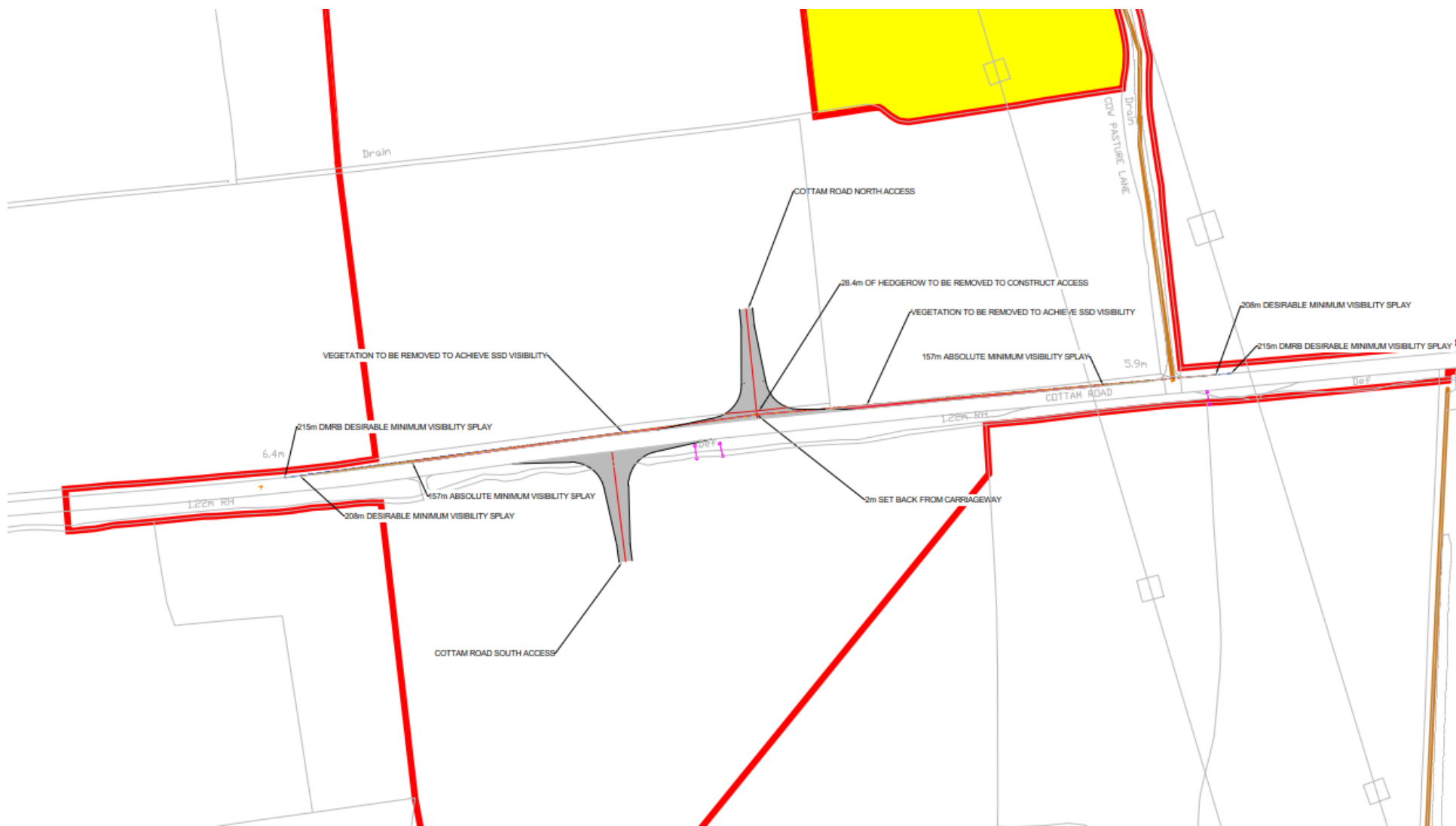


Figure 38: Cottam Road North Access Junction Layout

12.1.6 Following a speed survey being undertaken and documented in the Transport Assessment Report **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. **Table 11** outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

Table 11: Cottam Road North Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Clearance		
			Left	Right	Access construction
215m	Desirable Minimum DMRB Design Speed	100kph	0.0 m	0.0 m	28.4m
208m	Desirable Minimum Speed Survey	98.5 kph ^b	0.0 m	0.0 m	
157m	Absolute Minimum Speed Survey	98.5 kph	0.0 m	0.0 m	

12.1.7 During construction, the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the GCC as a whole. This peak daily forecast has been applied at each access however, the Transport Assessment Report **[APP-166/3.3]** recognises that this reflects a worst-case scenario as each access may only in practice receive a percentage of this daily forecast as vehicles may only travel to a few of the grid connection corridor accesses per day.

12.1.8 During operation, it is anticipated that the GCC would only be accessed for maintenance or emergency repairs, which will be on a very limited basis.

12.1.9 The information in **Table 11** was prepared in order for NCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.

12.1.10 Following a meeting with NCC on 12 June 2023, and the information presented by the Applicant, NCC advised in their formal response on the 6 July 2023 that for the Cottam Road North Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

12.1.11 This decision was made on the balance of minimising the loss of existing vegetation and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.

12.1.12 Access drawing 60664324-HGN-DR-CH-0013 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has therefore been updated to reflect the revised visibility requirement of 208m and issued as part of the Applicant's Deadline 2 submission.

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

12.1.13 What this assessment has demonstrated is that, due to the position of the existing hedgerow relative to the carriageway, hedgerow removal is in fact limited to the construction of the access alone. Therefore, the design has sought to minimise its impacts where originally reported in the environmental assessments.

Junction Cumulative Impact Assessment

12.1.14 To access land to north of Cottam Road, the Applicant intends to provide a new access off point 15/10 as shown on Sheet 15 of the Streets, Rights of Way and Access Plans [APP-210/5.3]. Following a review of the other Scheme proposals, the following projects have defined accesses in this location using the following references:

- Cottam Solar Project Access AC103 [EN010133]
- Tillbridge Solar Park Access AC4 [EN010142]

12.1.15 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in Figure 39 for reference.

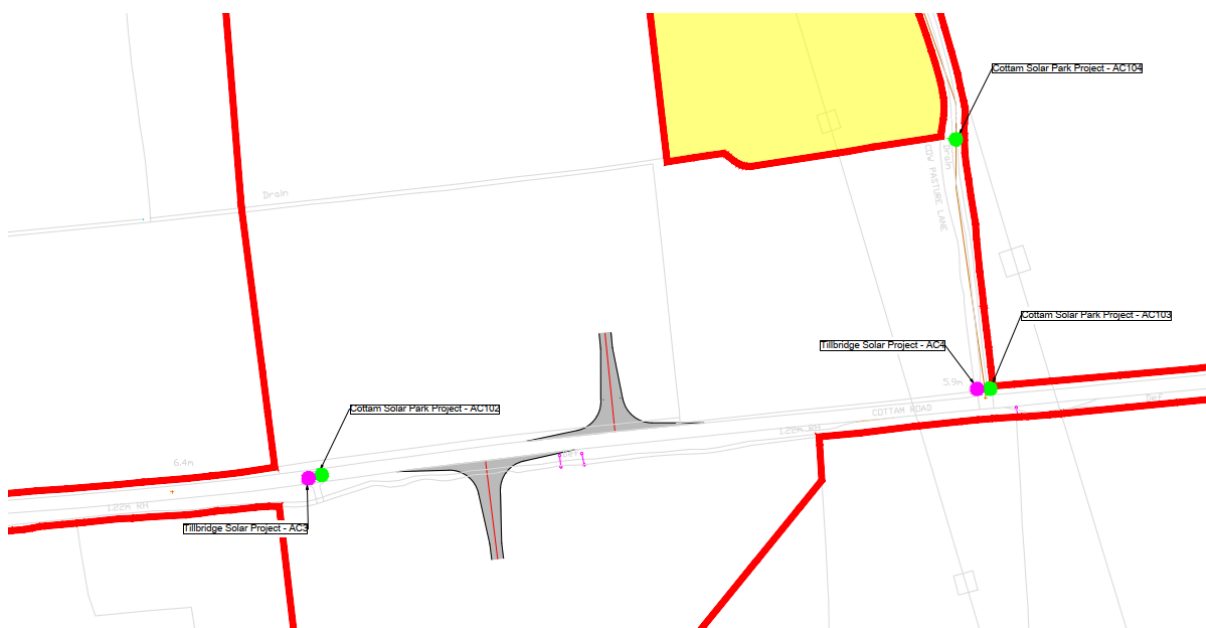


Figure 39 Cottam Road North Access Commonality Review

12.1.16 Currently Tillbridge and Cottam Solar Park propose to utilise Cow Pasture Lane to access the field to the north and west. The Applicant has outlined how Gate Burton's access strategy different and each developer are currently reviewing opportunities to align proposals to reduce cumulative impacts.

Conclusion

12.1.17 The hedgerows in the area of Cottam Road North are not important from a landscape, visual or ecological perspective. However, they are considered of value from a heritage perspective, therefore the impact on these hedgerows have been minimised as far as possible. For this access, the visibility splays do not interact with the hedgerow, so any impact on existing hedgerow will be

limited to the construction of the access alone. Any hedgerow loss will be replanted to compliment the access so there is no overall loss of hedgerow in the area. Any vegetation to manage within the visibility splays has been reduced and is limited to the existing local road network verges. Therefore, the design has sought to minimise its impacts where originally reported in the heritage assessment of the ES.

12.1.18 There are further opportunities at the Cottam Road North access to align the access proposals between the respective developers in order to reduce the overall cumulative impacts. The Applicant will continue this engagement and will feedback to the examining authority any changes that are agreed.

12.1.19 This change to visibility splay parameters reduces the overall area of vegetation management and has confirmed that hedgerow removal is limited to 28.4m only to construct the access only.

13. Access P: Cottam Road South Access

- 13.1.1 Cottam Road South access is a proposed junction as part of the GCC, accessing the cable route corridor section from the road to the substation. The proposed access is located on the south side of Cottam Road to the west of Cow Pasture Lane. The existing situation is shown in [Figure 40](#) and [Figure 41](#).
- 13.1.2 From an ecological perspective, the hedgerow running parallel with Cottam Road on the westbound carriageway is classified as a species poor hedgerow. This hedgerow has limited ecological value, with only little opportunity for nesting birds.
- 13.1.3 From a heritage perspective, the hedgerows have been assessed as being important for heritage. Some removal of this hedgerow has been assessed in principle as part of the impact assessment on historic landscape in the ES. A commitment is made to replanting at decommissioning, secured through the Outline Landscape and Environmental Management Plan **[APP-231/7.10]**.
- 13.1.4 From an LVIA perspective, there is nothing of significance along the westbound carriageway.



Figure 40: Cottam Road South Access Existing Layout Aerial View



Figure 41: Cottam Road South Access Existing Layout Street View

Junction Visibility

- 13.1.5 The proposed access junction has been designed in accordance with DMRB CD123 Rev 2.1.0. The proposed layout is as shown in [Figure 42](#). Visibility proposed within the DCO layouts showed visibility splays in accordance with DMRB CD109 Rev 1 Table 2.10 desirable minimum SSD. With a posted speed of 60mph for this section of highway, a design speed of 100kph was adopted, giving a visibility requirement of 215m for SSD.

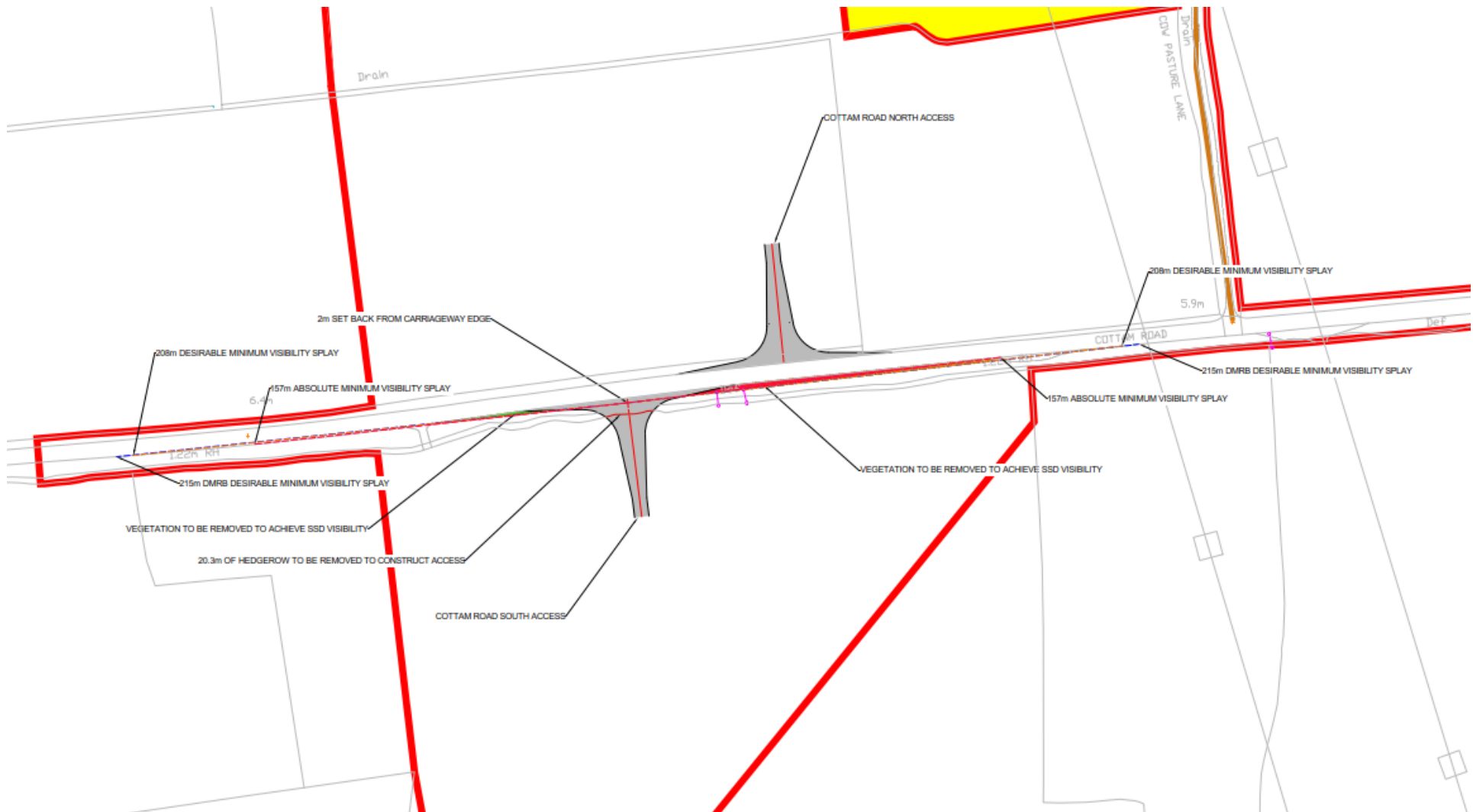


Figure 42: Cottam Road South Access Junction Layout

13.1.6 Following a speed survey being undertaken and documented in the Transport Assessment Report **[APP-166/3.3]**, the junction visibility was reassessed using the 85th Percentile speeds. **Table 12** outlines the visibility distances assessed and the associated hedgerow clearance to achieve those splays.

Table 12: Cottam Road South Access Visibility Splay and Hedgerow Removal

Visibility ^a	Description	Speed	Hedgerow Clearance	
			Left	Right
215m	Desirable Minimum DMRB Design Speed	100kph	0.0m	0.0m
208m	Desirable Minimum Speed Survey	98.5 kph ^b	0.0m	0.0m
157m	Absolute Minimum Speed Survey	98.5 kph	0.0m	0.0m

13.1.7 As a result of the horizontal curvature of the existing alignment, less vegetation clearance is required to achieve a greater visibility to the left of the junction.

13.1.8 During construction, the Transport Assessment Report **[APP-166/3.3]** notes that a peak daily forecast of 58 vehicles would be arriving and departing from the Grid Connection Corridor as a whole. This peak daily forecast has been applied at each access however, the Transport Assessment Report **[APP-166/3.3]** recognises that this reflects a worst-case scenario as each access may only in practice receive a percentage of this daily forecast as vehicles may only travel to a few of the grid connection corridor accesses per day.

13.1.9 During operation, it is anticipated that the grid connection corridor would only be accessed for maintenance or emergency repairs, which will be on a limited basis.

13.1.10 The information in **Table 12** was prepared for NCC to confirm which strategy to accept to enable the Scheme to update its access designs and environmental assessments.

13.1.11 Following a meeting with NCC on 12 June 2023, and the information presented by the Applicant, NCC advised in their formal response on the 6 July 2023 that for the Cottam Road South Access, visibility requirements of Speed Survey Desirable Minimum should be adopted.

13.1.12 This decision was made on the balance of minimising the loss of existing vegetation and the provision of a junction whereby vehicles exiting have appropriate visibility to exit safely.

13.1.13 Access drawing 60664324-HGN-DR-CH-0014 presented in the Framework Construction Traffic Management Plan **[APP-167/3.3]** has therefore been

^a Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^b Average daily 85th percentile (7days), worst case direction

updated to reflect the revised visibility requirement of 208m and issued as part of the Applicant's Deadline 2 submission.

13.1.14 What this assessment has demonstrated is that, due to the position of the existing hedgerow relative to the carriageway, hedgerow removal is in fact limited to the construction of the access alone. Therefore, there is no change to the effects recorded in the environmental assessment.

Junction Cumulative Impact Assessment

13.1.15 To access land to the south off Cottam Road, the Applicant intends to provide a new access off point 15/12 as shown on Sheet 15 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]**. Following a review of the other Scheme's proposals, the following projects have defined accesses in this location using the following references:

- Cottam Solar Project Access AC102 [EN010133]
- Tillbridge Solar Park Access AC3 [EN010142]

13.1.16 As part of the cumulative impact assessment, the Applicant has depicted these access locations in the drawings provided in Appendix D, with an excerpt of the relevant drawings provided in Figure 43 for reference.

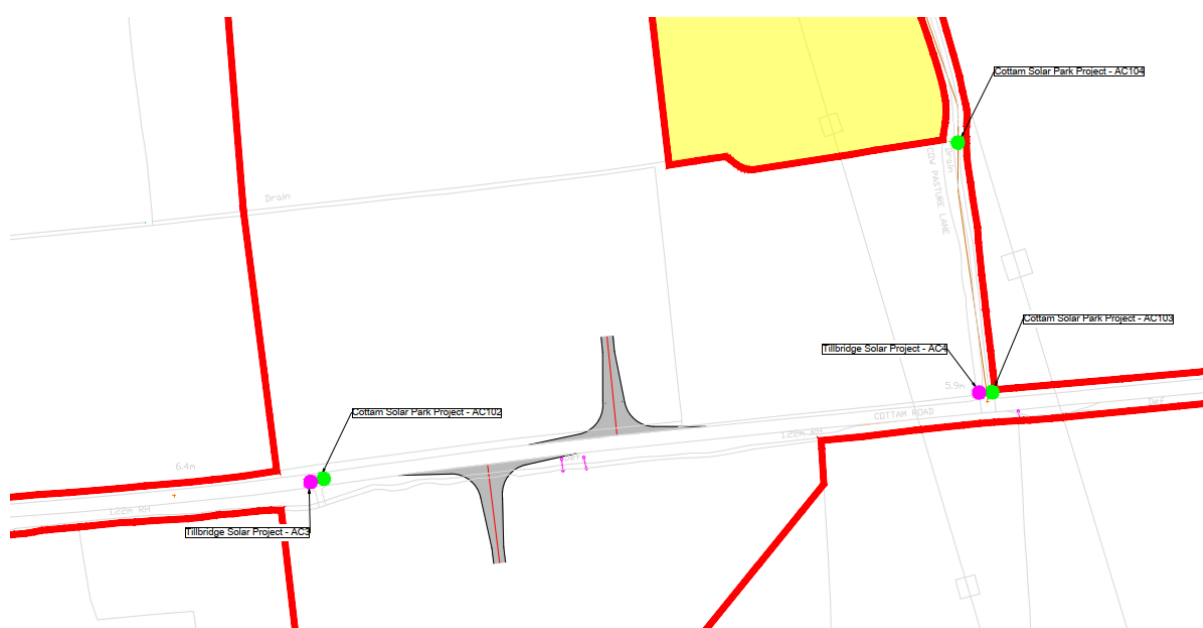


Figure 43 Cottam Road South Access Commonality Review

13.1.17 Both Tillbridge and Cottam Solar Park propose to utilise an existing field access point denoted as point 15/01 on Sheet 15 of the Streets, Rights of Way and Access Plans **[APP-210/5.3]** which differs to the strategy proposed by the Applicant. The Applicant has therefore assessed the impact of relocating the current access proposal to align and therefore reduce the cumulate impact.

13.1.18 The Applicant's assessment outlined that, due to the utilisation of an existing field access point, the overall hedgerow required to be removed to upgrade

the access would be 5m less than the current option and the figures reported in Table 12. As a consequence, it has been agreed with both NCC, Tillbridge and Cottam Solar Park that the Applicant will relocate its access to align.

13.1.19 The location of the revised access proposal is provided in Appendix E, with an excerpt provided below in Figure 44.

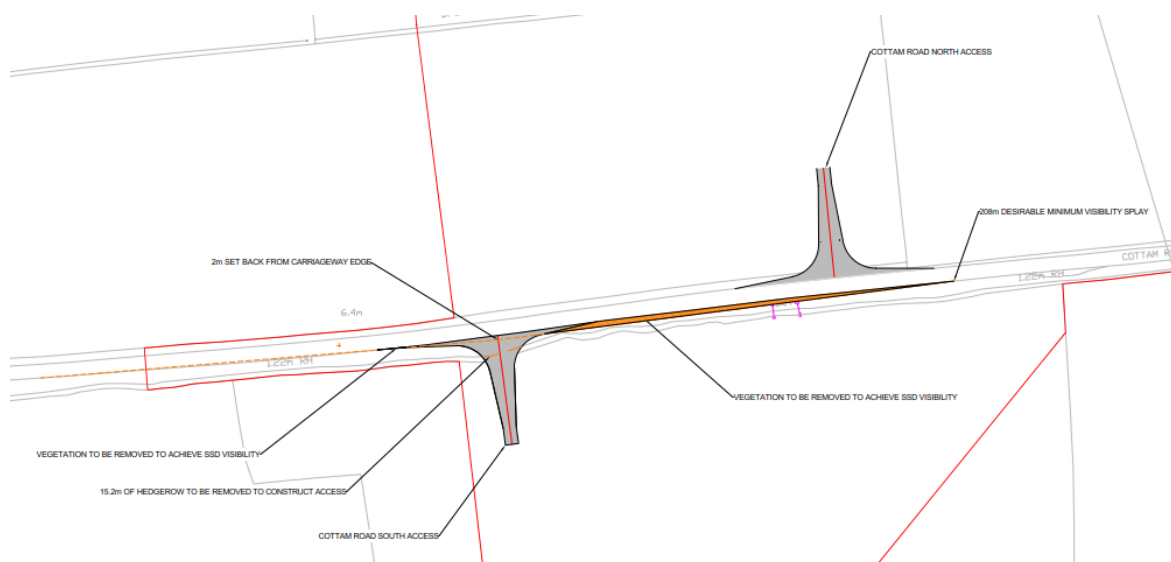


Figure 44 Cottam Road South Alternative Access Location Sketch

13.1.20 Access drawing 60664324-HGN-DR-CH-0014 presented in the Framework Construction Traffic Management Plan [APP-167/3.3] will therefore be updated to reflect both the visibility requirement of 208m and the relocation of the access to reduce the overall cumulative impact and has been issued as part of the Applicant's Deadline 2 submission.

Conclusion

13.1.21 The hedgerows in the area of Cottam Road south are not important for landscape, visual or ecological purposes. However, they are considered of value from a heritage perspective, therefore the impact upon these hedgerows has been minimised as far as possible. Through further analysis, the visibility splays do not affect this hedgerow given its position relative to the carriageway, so the only impact would be for the construction of the access itself. To build upon this, the Applicant also proposes to relocate the access to align with the Cottam and Tillbridge Solar projects, which will result in a reduction in hedgerow removal of approximately 5m.

13.1.22 This change therefore reduces the impact on hedgerows and vegetation compared to the scenario presented in the Application and the ES, including a 5m reduction in hedgerow removal.

14. Conclusion

- 14.1.1 The information presented in this Technical Note outlines the steps the Applicant has taken, post application, to seek to refine the access proposals to address relevant representations made by LCC. The note describes how the Applicant has conducted a detailed review of all accesses and as a result has reduced the impact of the accesses on existing hedgerows and vegetation.
- 14.1.2 All the changes have allowed the Applicant to demonstrate a reduction in hedgerow removal compared to the access designs presented in the Annexes to the Framework Construction Traffic Management Plan **[REP-027/7.3]**. Changes have also significantly reduced the areas of vegetation that will need be managed for visibility purposes due to the change in visibility splay parameters that have been agreed with LCC and NCC respectively. Given that management can involve removal of vegetation likely to grow quickly or to a high height, this is a benefit from an environmental perspective. The reduction in hedgerow removal reduces ecological, heritage and landscape and visual impacts and demonstrates significant efforts made to minimise impacts as far as possible. However, it should be emphasised that no significant effects were predicted from the original proposals, and all works are to further improve proposals, not to address any issues with the original design. On further investigation, it was considered that there may be significant effects arising from Access F on Marton Road. As a consequence, this access has been removed from the scheme.
- 14.1.3 The changes outlined in this note have also reduced cumulative impacts, although again not to the extent of changing significant effects. The Cottam Road South access has been relocated to the west to align with the proposals presented by the Cottam and Tillbridge projects. This alignment means there would no longer be two accesses adjacent to one another if all projects are developed, reducing the cumulative hedgerow removal and removing any potential highway issues associated with two accesses in close proximity to another.
- 14.1.4 This report also outlines the current status of discussions with West Burton, Cottam and Tillbridge solar parks with regard to developing a strategy that minimises the overall cumulative impact from an access perspective.
- 14.1.5 Following this in-depth review, the Gate Burton team is confident that the accesses proposed are optimum in terms of both safety and reducing environmental impacts. Discussions will continue with other developers on any changes they may wish to make to accesses and this will continue to be reported in the Interrelationships with other NSIPs report **[8.2]** submitted at each deadline of the Examination.

A.1 Appendix A – Junction Visibility Assessment Proposals

Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m ₃	Desirable Minimum DMRB Design Speed	100 kph	284.3 m ²	47.4 m ²	31.3 m ₄	0.0 m ₄
164m	Desirable Minimum Speed Survey	85.9 kph ₂	338.8 m ²	60.2 m ²	31.3 m ₄	0.0 m ₄
126m	Absolute Minimum Speed Survey	85.9 kph ₂	189.8 m ²	41.4 m ²	0.0 m ₄	0.0 m ₄

1 Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
2 Average daily 85th percentile (7days), worst case direction
3 Desirable Minimum DMRB Visibility to left not achievable due to DCO Order Extents
4 Approximately 20.2m of hedgerow removal required to construct access



PROJECT

Gate Burton Energy Park
Development Consent Order

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GENERAL NOTES

- This drawing has been produced to show visibility requirements for vehicles exiting from the proposed access onto the local road network.
- Visibility requirements have been based on design manual for roads and bridges (DMRB) CD109 and CD123 and manual for streets 2 (MfS2) as a function of design speed and speed survey data obtained.
- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of A156 High Street is 50mph and 85kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- - - Junction Visibility 215m
- - - Junction Visibility 164m
- - - Junction Visibility 126m
- ▨ Vegetation to be removed 215m Vis Splay
- ▨ Vegetation to be removed 164m Vis Splay
- ▨ Vegetation to be removed 126m Vis Splay
- ▨ Extent of paved area
- ▨ Red Line Boundary
- ▨ Existing Public Rights of Way
- ▨ Edge of road
- ▨ Indicative Hedgerow Removal 215m Vis Splay
- ▨ Indicative Hedgerow Removal 164m Vis Splay
- ▨ Indicative Hedgerow Removal 126m Vis Splay
- ▨ Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	05/06/23	Prepared for LCC consultation

PROJECT NUMBER

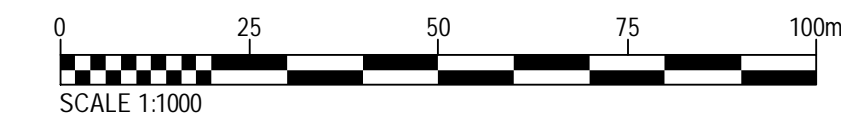
60664324

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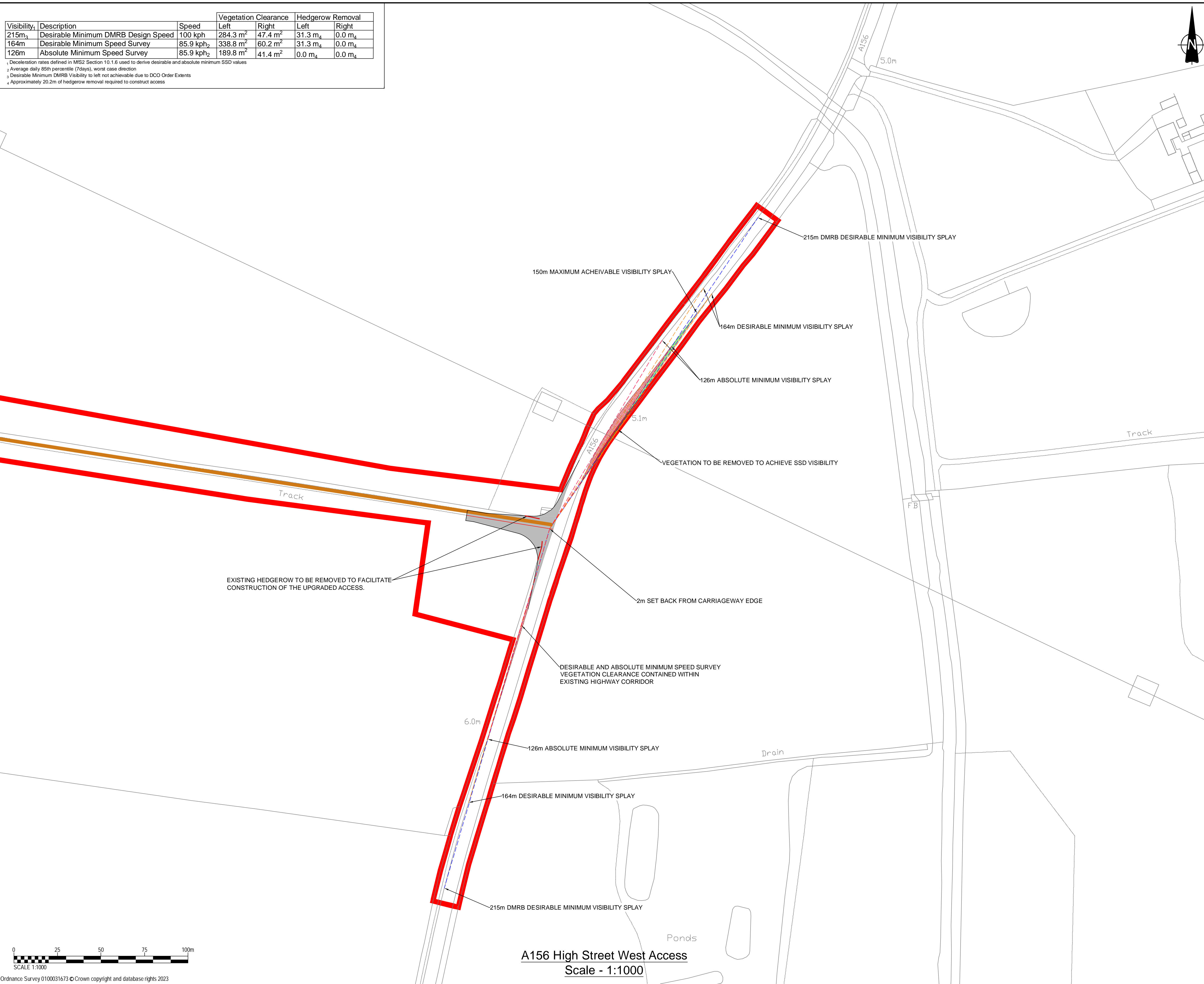
A156 HIGH STREET WEST VISIBILITY
SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0019



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A156 High Street West Access
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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	2795.7 m ²	203.9 m ²	189.5 m ₃	0.0 m ₃
81m	Desirable Minimum Speed Survey	56.0 kph ₂	241.7 m ²	0.5 m ²	0.0 m ₃	0.0 m ₃
64m	Absolute Minimum Speed Survey	56.0 kph ₂	121.0 m ²	2.0 m ²	0.0 m ₃	0.0 m ₃

¹ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
² Average daily 85th percentile (7days), worst case direction
³ Approximately 6.2m of hedgerow removal required to construct access



PROJECT

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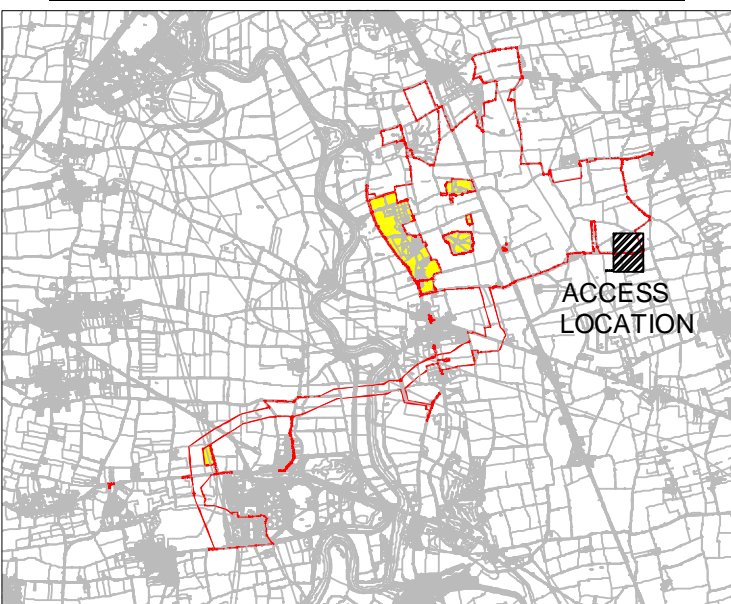
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- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of Marton Road is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 81m
- Junction Visibility 64m
- Vegetation to be removed 215m Vis Splay
- Vegetation to be removed 81m Vis Splay
- Vegetation to be removed 64m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 81m Vis Splay
- Indicative Hedgerow Removal 64m Vis Splay
- Lands not included in the DCO Order Limits

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PROJECT NUMBER

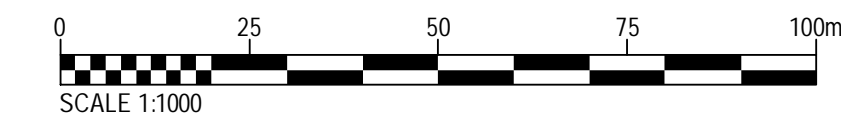
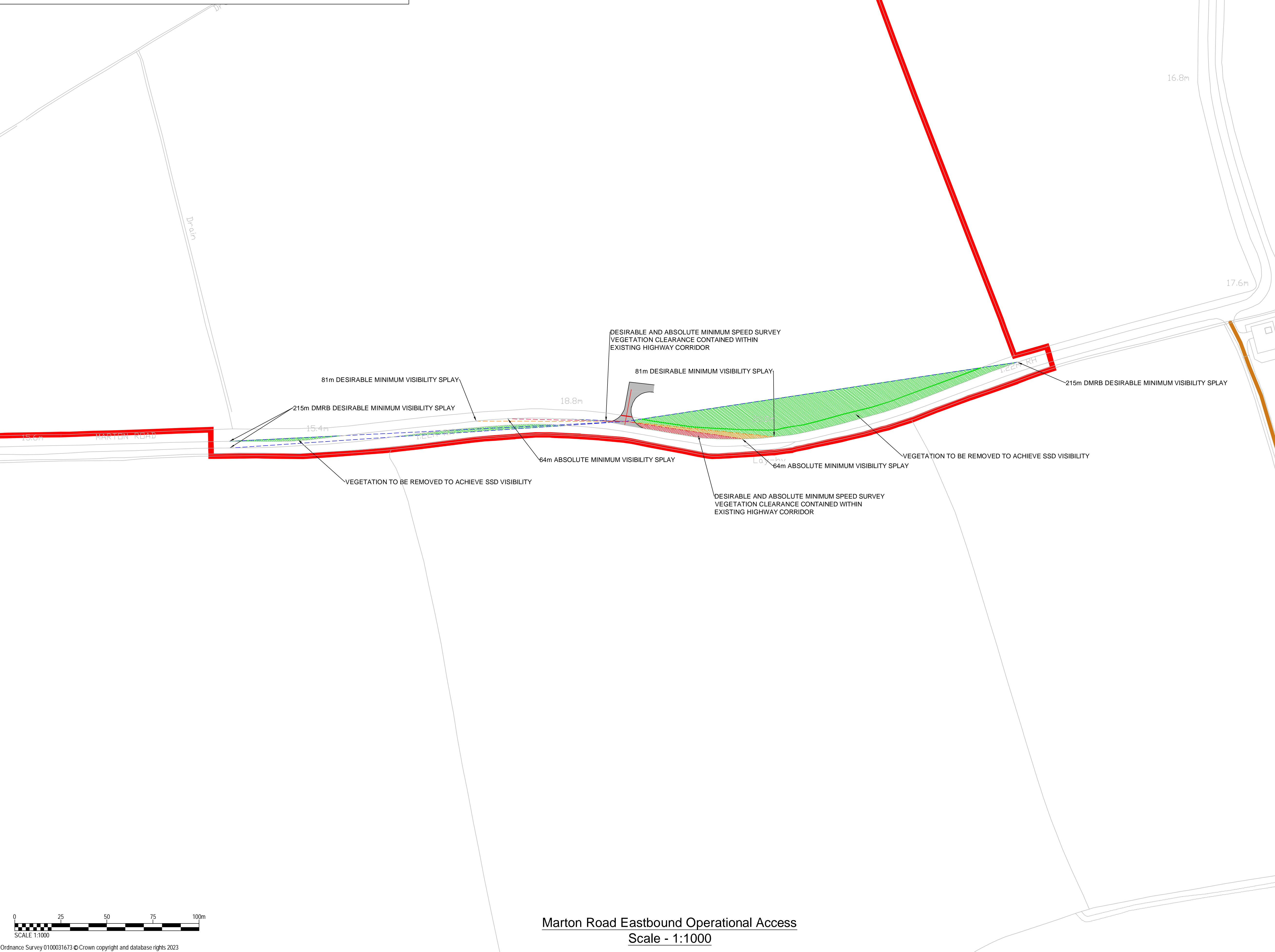
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SHEET TITLE

MARTON ROAD EASTBOUND
VISIBILITY SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0020



Marton Road Eastbound Operational Access
Scale - 1:1000

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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	124.4 m ²	165.2 m ²	0.0 m ₃	0.0 m ₃
202m	Desirable Minimum Speed Survey	96.9 kph ₂	112.8 m ²	154.4 m ²	0.0 m ₃	0.0 m ₃
153m	Absolute Minimum Speed Survey	96.9 kph ₂	71.3 m ²	106.3 m ²	0.0 m ₃	0.0 m ₃

¹ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
² Average daily 85th percentile (7 days), worst case direction
³ Approximately 22.5m of hedgerow removal required to construct access



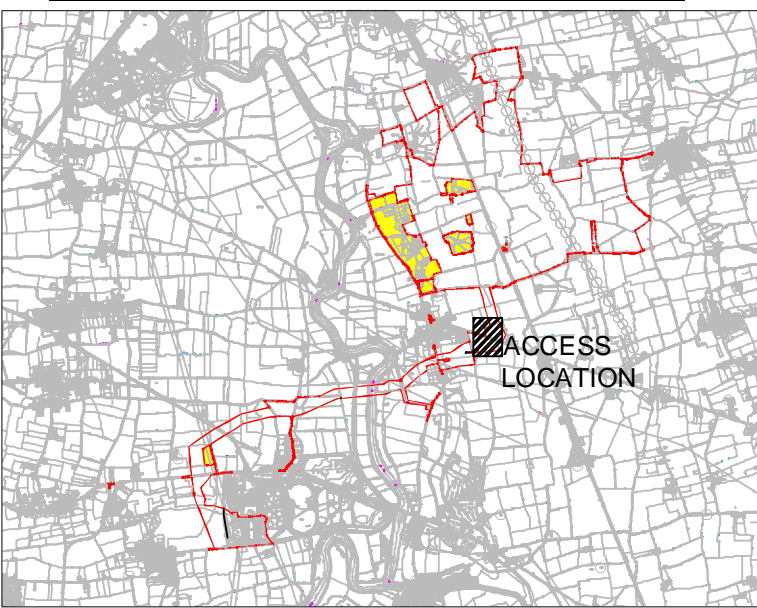
GENERAL NOTES

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- Visibility requirements have been based on design manual for roads and bridges (DMRB) CD109 and CD123 and manual for streets 2 (MfS2) as a function of design speed and speed survey data obtained.
- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of A1500 Stow Park Road is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 202m
- Junction Visibility 153m
- ▨ Vegetation to be removed 215m Vis Splay
- ▨ Vegetation to be removed 202m Vis Splay
- ▨ Vegetation to be removed 153m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 202m Vis Splay
- Indicative Hedgerow Removal 153m Vis Splay
- Lands not included in the DCO Order Limits

SHEET PLAN



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I/R	DATE	DESCRIPTION

PROJECT NUMBER

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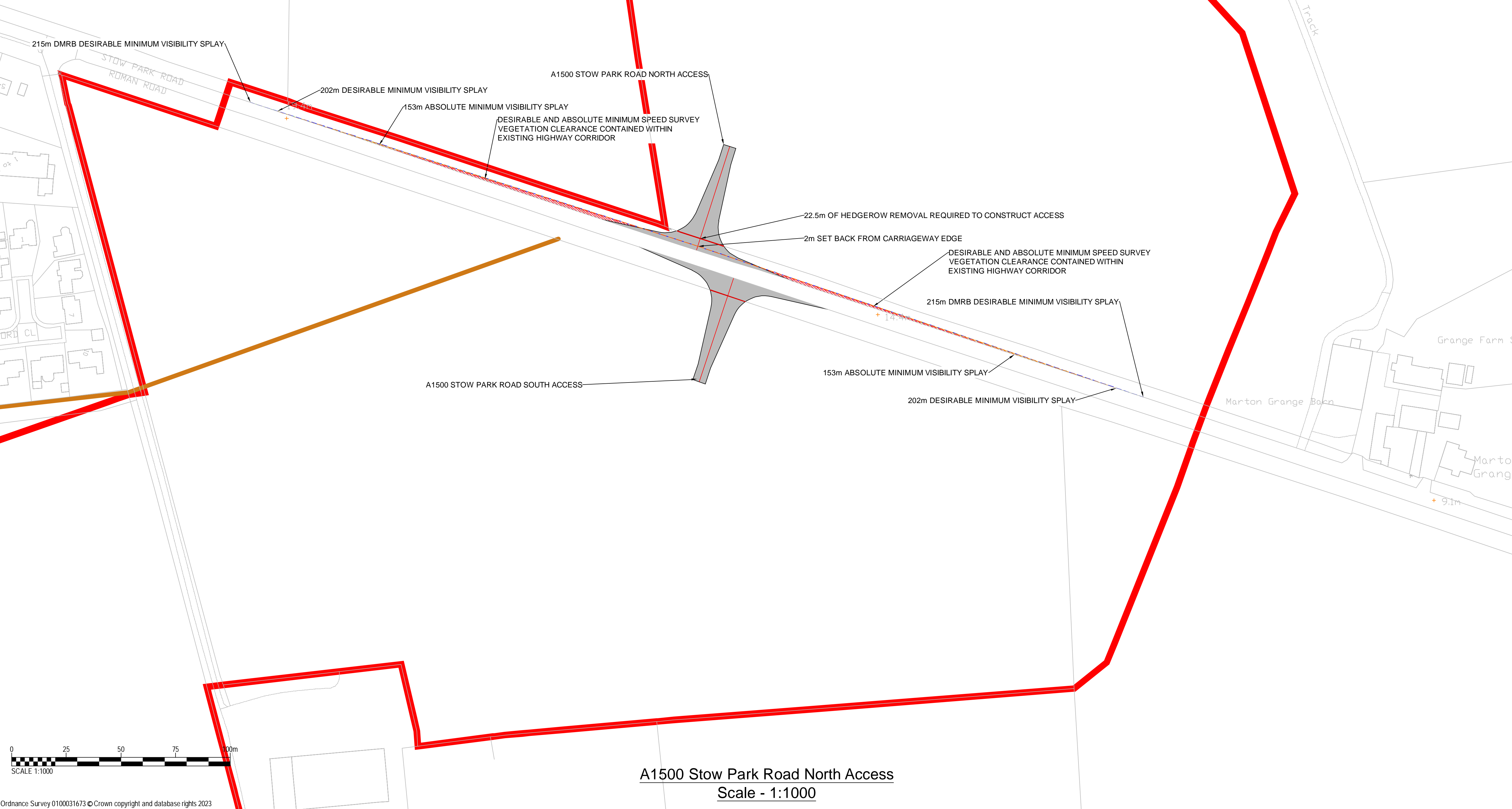
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A1500 STOW PARK ROAD NORTH
 VISIBILITY SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0021

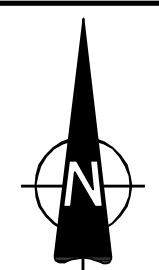
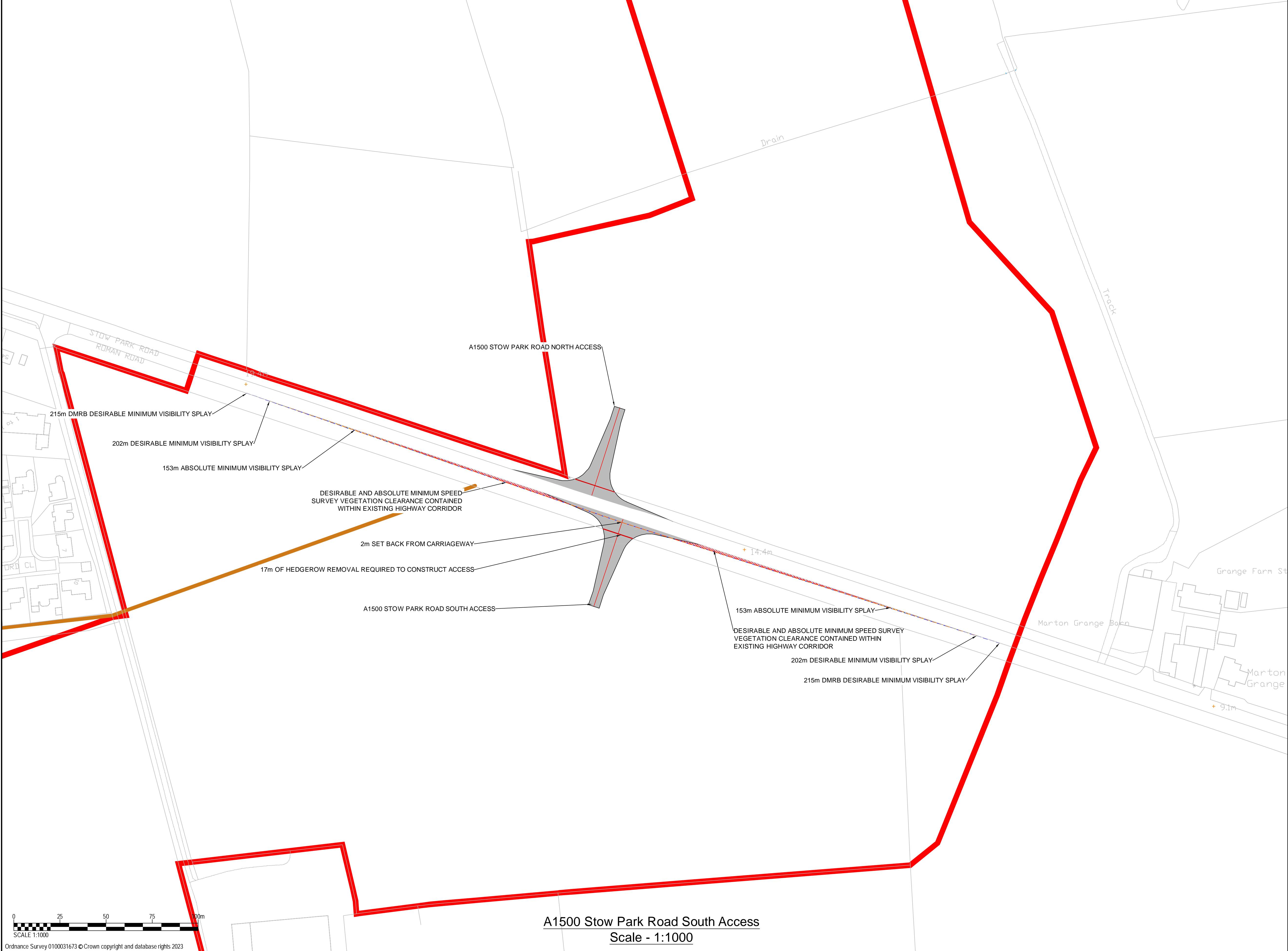
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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	121.4 m ²	124.6 m ²	0.0 m _a	0.0 m _a
202m	Desirable Minimum Speed Survey	96.9 kph ₂	111.5 m ²	116.0 m ²	0.0 m _a	0.0 m _a
153m	Absolute Minimum Speed Survey	96.9 kph ₂	72.4 m ²	77.3 m ²	0.0 m _a	0.0 m _a

₁ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7 days), worst case direction
₃ Approximately 17.0m of hedgerow removal required to construct access



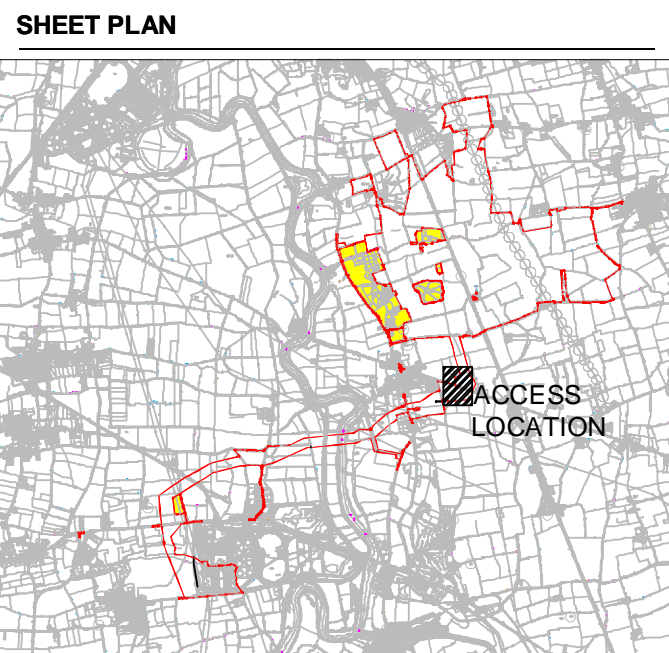
PROJECT
 Gate Burton Energy Park
 Development Consent Order

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 - visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
 - The speed limit of A1500 Stow Park Road is 60mph and 100kph
 - Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

- KEY**
- Junction Visibility 215m
 - Junction Visibility 202m
 - Junction Visibility 153m
 - ▨ Vegetation to be removed 215m Vis Splay
 - ▨ Vegetation to be removed 202m Vis Splay
 - ▨ Vegetation to be removed 153m Vis Splay
 - Extent of paved area
 - ▭ Red Line Boundary
 - ▭ Existing Public Rights of Way
 - Edge of road
 - Indicative Hedgerow Removal 215m Vis Splay
 - Indicative Hedgerow Removal 202m Vis Splay
 - Indicative Hedgerow Removal 153m Vis Splay
 - Lands not included in the DCO Order Limits



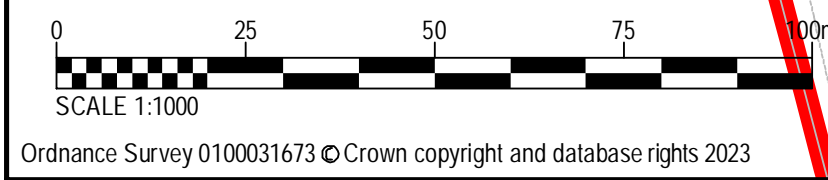
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NO	DATE	DESCRIPTION
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I/R	DATE	DESCRIPTION

PROJECT NUMBER
 60664324

SHEET TITLE
 A1500 STOW PARK ROAD SOUTH
 VISIBILITY SPLAY OPTIONS

SHEET NUMBER
 60664324-HGN-DR-CH-0022

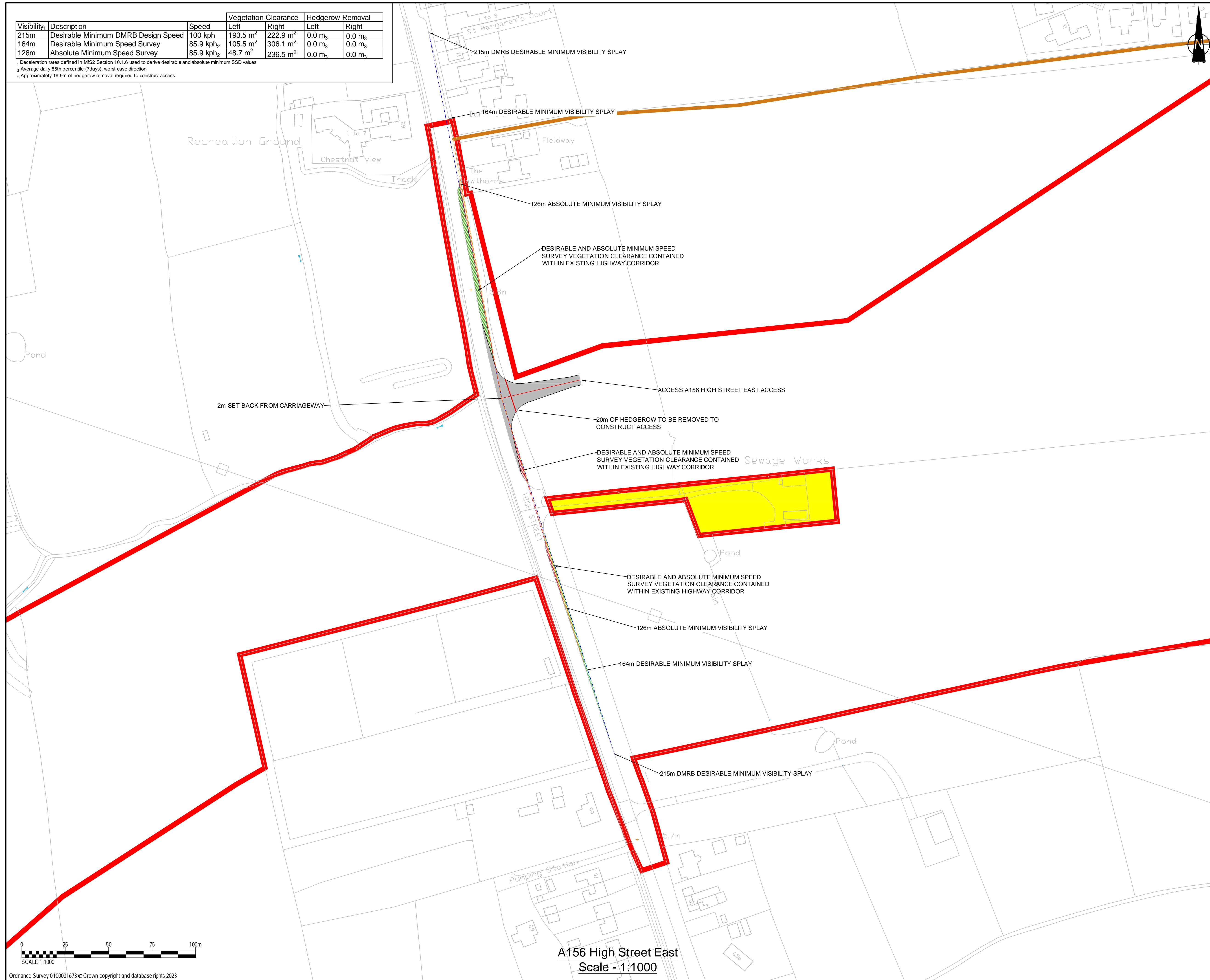


A1500 Stow Park Road South Access
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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	193.5 m ²	222.9 m ²	0.0 m ₃	0.0 m ₃
164m	Desirable Minimum Speed Survey	85.9 kph ₂	105.5 m ²	306.1 m ²	0.0 m ₃	0.0 m ₃
126m	Absolute Minimum Speed Survey	85.9 kph ₂	48.7 m ²	236.5 m ²	0.0 m ₃	0.0 m ₃

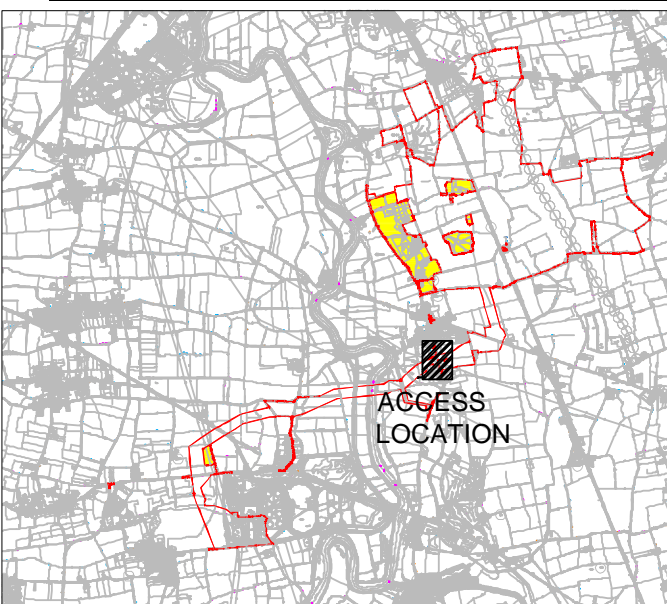
1 Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
2 Average daily 85th percentile (7days), worst case direction
3 Approximately 19.9m of hedgerow removal required to construct access



- GENERAL NOTES**
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 - visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
 - The speed limit of A156 High Street is 50mph and 85kph
 - Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

- KEY**
- Junction Visibility 215m
 - Junction Visibility 164m
 - Junction Visibility 126m
 - Vegetation to be removed 215m Vis Splay
 - Vegetation to be removed 164m Vis Splay
 - Vegetation to be removed 126m Vis Splay
 - Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Indicative Hedgerow Removal 215m Vis Splay
 - Indicative Hedgerow Removal 164m Vis Splay
 - Indicative Hedgerow Removal 126m Vis Splay
 - Lands not included in the DCO Order Limits

SHEET PLAN



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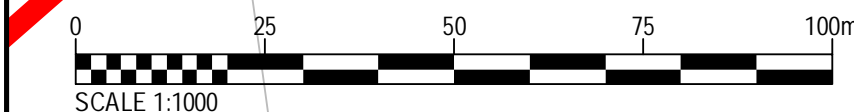
PROJECT NUMBER
60664324

SHEET TITLE
A156 HIGH STREET EAST
VISIBILITY SPLAY OPTIONS

SHEET NUMBER
60664324-HGN-DR-CH-0023

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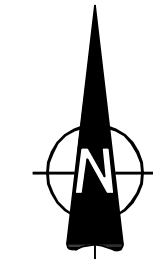
A156 High Street East
Scale - 1:1000



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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	372.6 m ²	704.7 m ²	0.0 m ₃	116.7 m ₃
198m	Desirable Minimum Speed Survey	95.7 kph ₂	317.6 m ²	520.3 m ²	0.0 m ₃	87.4 m ₃
150m	Absolute Minimum Speed Survey	95.7 kph ₂	203.9 m ²	237.1 m ²	0.0 m ₃	42.5 m ₃

1 Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
 2 Average daily 85th percentile (7 days), worst case direction
 3 Approximately 60.5m of hedgerow removal required to construct access



PROJECT

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- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of A156 Gainsborough Road is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 198m
- Junction Visibility 150m
- Vegetation to be removed 215m Vis Splay
- Vegetation to be removed 198m Vis Splay
- Vegetation to be removed 150m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 198m Vis Splay
- Indicative Hedgerow Removal 150m Vis Splay
- Lands not included in the DCO Order Limits

SHEET PLAN



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PROJECT NUMBER

60664324

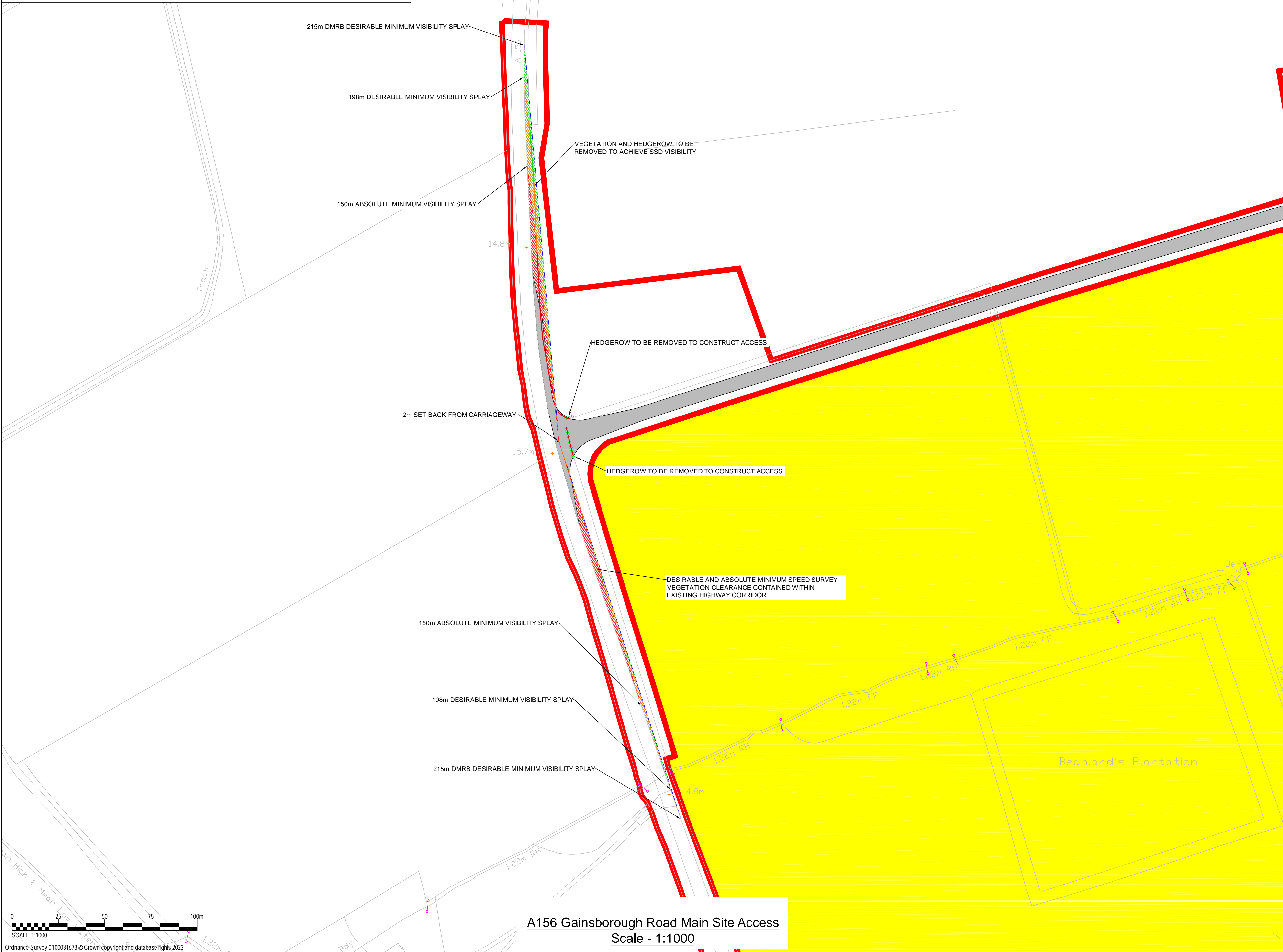
SHEET TITLE

A156 GAINSBOROUGH ROAD
VISIBILITY SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0024

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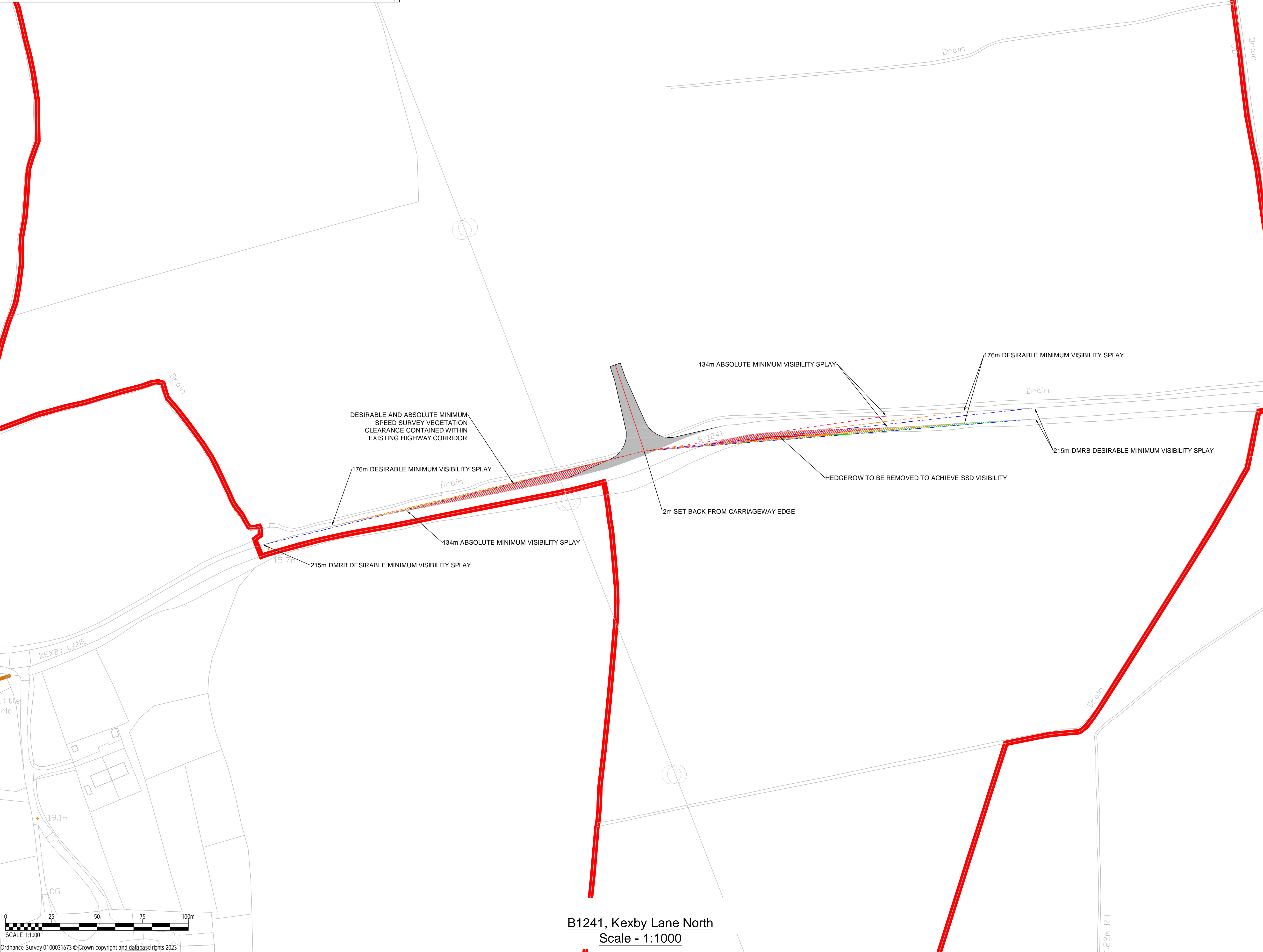


A156 Gainsborough Road Main Site Access
Scale - 1:1000

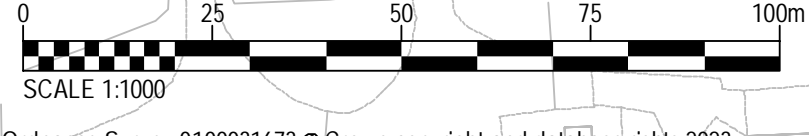
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 Approved: IB
 Checked: JCH
 Designer: MP
 Project Management Initials:
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Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	412.0 m ²	315.9 m ²	59.6 m	0.0 m
176m	Desirable Minimum Speed Survey	89.3 kph ₂	314.8 m ²	377.8 m ²	49.1 m	0.0 m
134m	Absolute Minimum Speed Survey	89.3 kph ₂	221.5 m ²	269.6 m ²	30.5 m	0.0 m

₁ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7days), worst case direction



B1241, Kexby Lane North
Scale - 1:1000



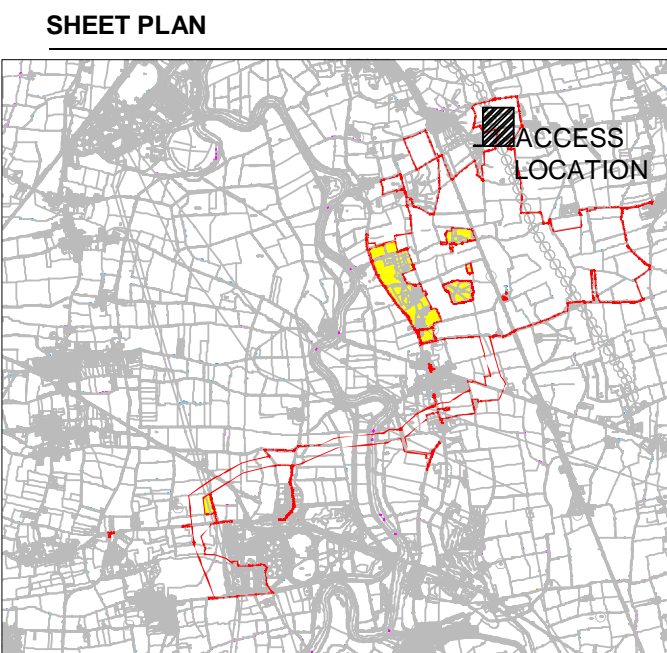
PROJECT
Gate Burton Energy Park
Development Consent Order

CLIENT
Low Carbon

CONSULTANT
AECOM
Saxon House, 27 Duke Street
Chelmsford, Essex, CM1 1HT
01245 771200 tel 01245 476121 fax
www.aecom.com

- GENERAL NOTES**
- This drawing has been produced to show visibility requirements for vehicles exiting from the proposed access onto the local road network.
 - Visibility requirements have been based on design manual for roads and bridges (DMRB) CD109 and CD123 and manual for streets 2 (MfS2) as a function of design speed and speed survey data obtained.
 - visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
 - The speed limit of Kexby Lane is 60mph and 100kph
 - Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

- KEY**
- Junction Visibility 215m
 - Junction Visibility 176m
 - Junction Visibility 134m
 - ▨ Vegetation to be removed 215m Vis Splay
 - ▨ Vegetation to be removed 176m Vis Splay
 - ▨ Vegetation to be removed 134m Vis Splay
 - Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Indicative Hedgerow Removal 215m Vis Splay
 - Indicative Hedgerow Removal 176m Vis Splay
 - Indicative Hedgerow Removal 134m Vis Splay
 - Lands not included in the DCO Order Limits



ISSUE/REVISION

NO	DATE	DESCRIPTION

PROJECT NUMBER
60664324

SHEET TITLE
KEXBY LANE NORTH VISIBILITY SPLAY OPTIONS

SHEET NUMBER
60664324-HGN-DR-CH-0025

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Visibility	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m ₃	Desirable Minimum DMRB Design Speed	100 kph	1318.7 m ²	168.1 m ²	130.3 m ₄	0.0 m ₄
176m	Desirable Minimum Speed Survey	89.3 kph ₂	1241.6 m ²	48.2 m ²	128.0 m ₄	0.0 m ₄
134m	Absolute Minimum Speed Survey	89.3 kph ₂	458.5 m ²	64.9 m ²	92.2 m ₄	0.0 m ₄

¹ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
² Average daily 85th percentile (7days), worst case direction
³ Maximum achievable visibility to left 186m
⁴ Approximately 32.6m of hedgerow removal required to construct access



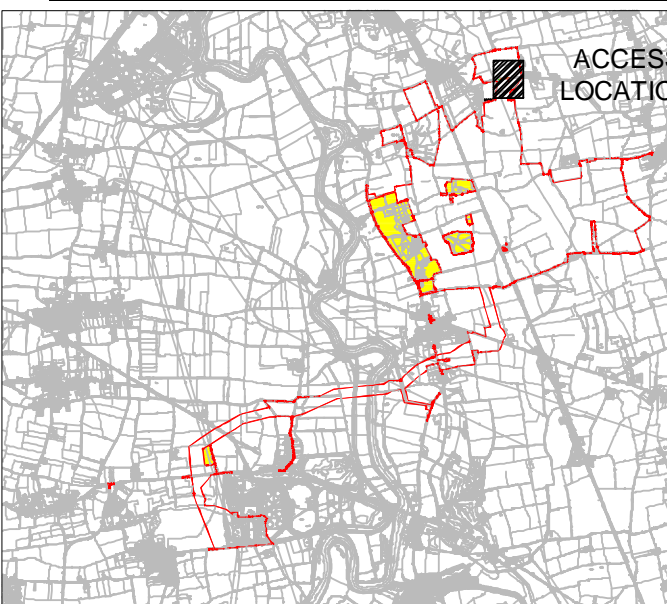
GENERAL NOTES

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- Visibility requirements have been based on design manual for roads and bridges (DMRB) CD109 and CD123 and manual for streets 2 (MfS2) as a function of design speed and speed survey data obtained.
- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of Kexby Lane is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 176m
- Junction Visibility 134m
- Vegetation to be removed 215m Vis Splay
- Vegetation to be removed 176m Vis Splay
- Vegetation to be removed 134m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 176m Vis Splay
- Indicative Hedgerow Removal 134m Vis Splay
- Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
P01	05/06/23	Produced for LCC consultation
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60664324

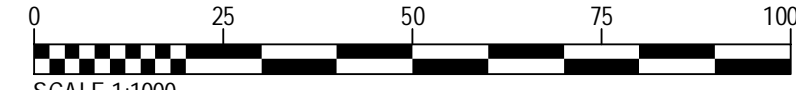
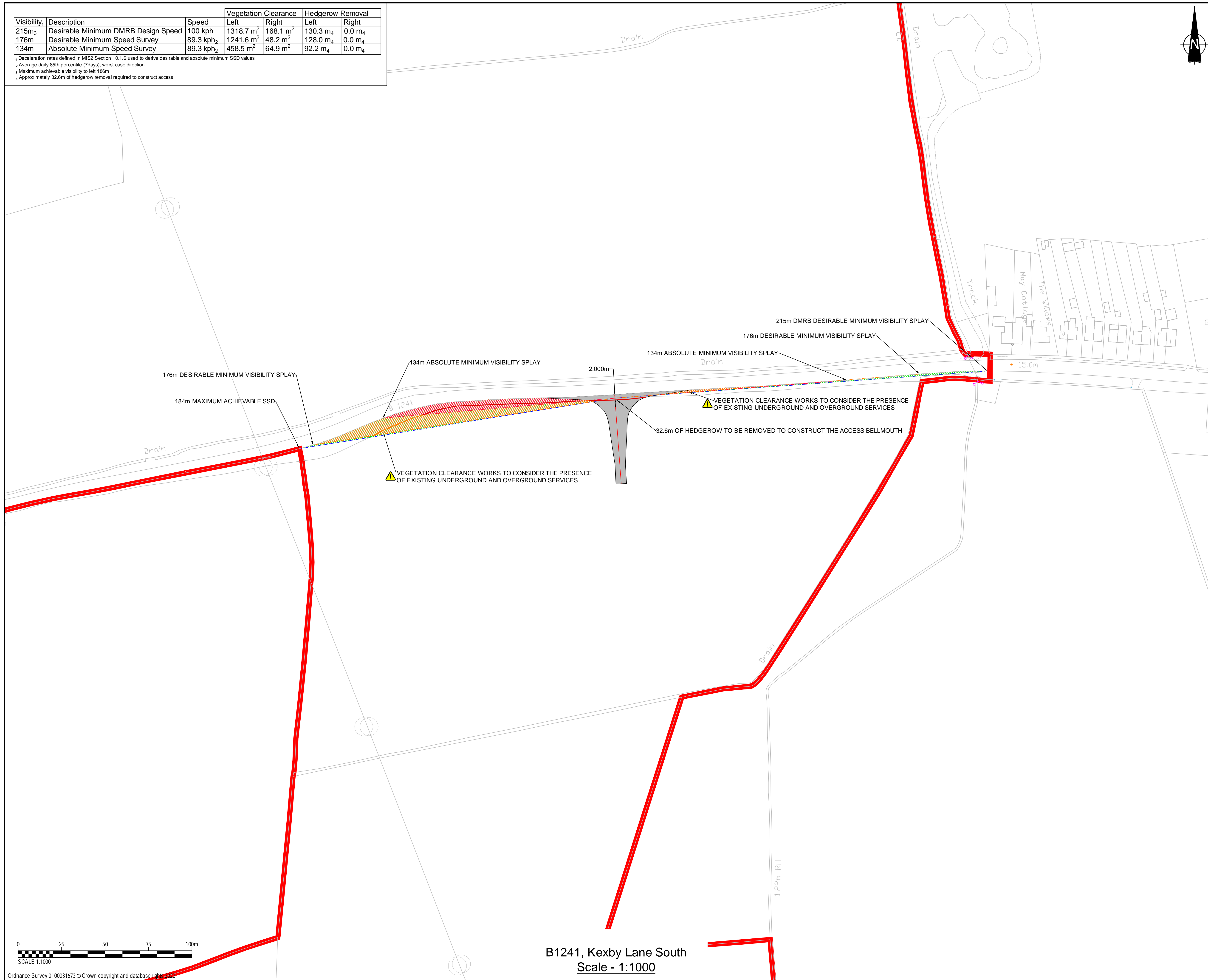
SHEET TITLE

KEXBY LANE SOUTH ACCESS
 VISIBILITY SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0026

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B1241, Kexby Lane South
 Scale - 1:1000

ISO A1 594mm x 841mm
 Approved: IB
 Checked: JCH
 Designer: MP
 Project Management Initials:
 Last saved by: MICHAEL PABIS(2023.06.06) Last Plotter: 2023.06.07
 Filename: C:\USERS\MICHAEL.PABIS\AECOM\GATE BURTON ENERGY PARK - 900_CAD_GIS\HIGHWAYS\DRAWINGS (CAD)\60664324-HGN-DR-CH-0028-0029 HEADSTEAD BANK EAST & WEST ACCESS.DWG

Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m ₃	Desirable Minimum DMRB Design Speed	100 kph	749.5 m ²	490.8 m ²	52.9 m ₄	0.0 m ₄
90m	Desirable Minimum Speed Survey	59.9 kph ₂	42.8 m ²	459.9 m ²	0.0 m ₄	0.0 m ₄
71m	Absolute Minimum Speed Survey	59.9 kph ₂	24.8 m ²	94.3 m ²	0.0 m ₄	0.0 m ₄

₁ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7days), worst case direction
₃ Maximum achievable visibility to right 92.5m
₄ Approximately 92.0m of hedgerow removal required to construct access



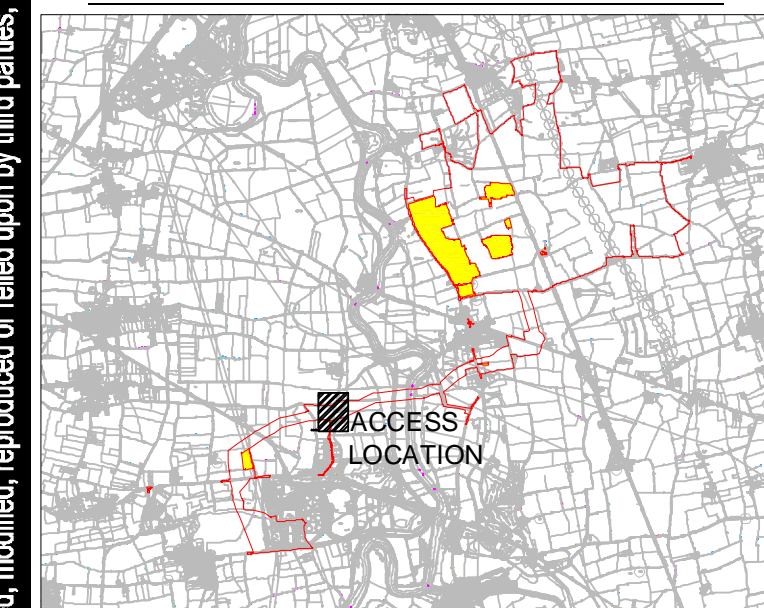
GENERAL NOTES

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- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
- The speed limit of Headstead Bank is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 90m
- Junction Visibility 71m
- Vegetation to be removed 215m Vis Splay
- Vegetation to be removed 90m Vis Splay
- Vegetation to be removed 71m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 90m Vis Splay
- Indicative Hedgerow Removal 71m Vis Splay
- Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	05/06/2023	Produced for LCC consultation

PROJECT NUMBER

60664324

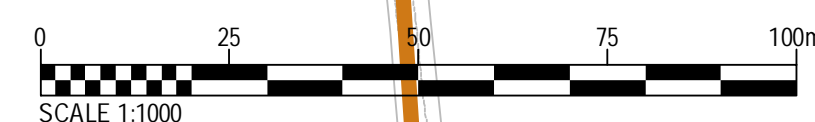
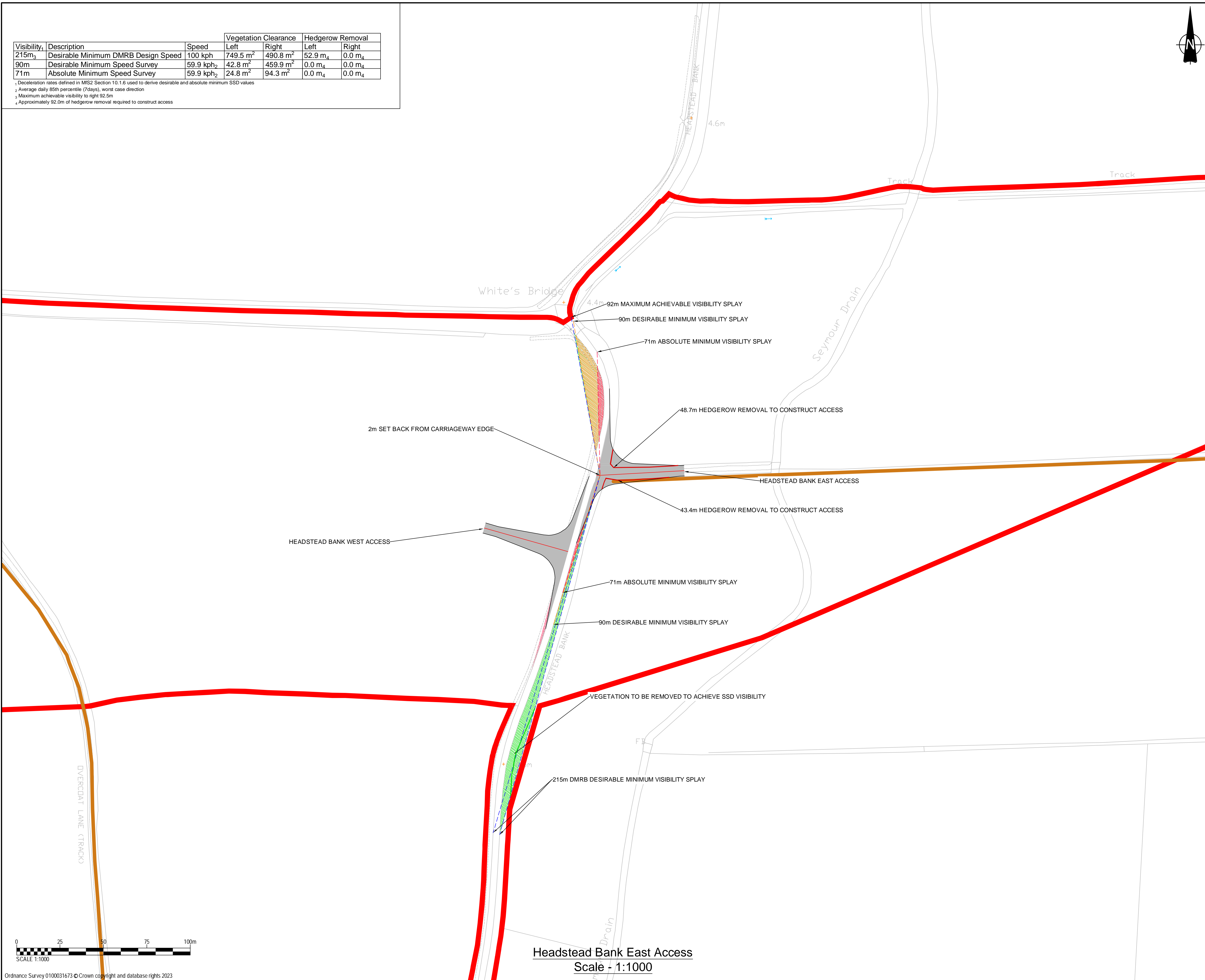
SHEET TITLE

HEADSTEAD BANK EAST VISIBILITY SPLAY OPTIONS

SHEET NUMBER

60664324-HGN-DR-CH-0028

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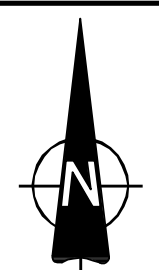


Headstead Bank East Access
 Scale - 1:1000

ISO A1 594mm x 841mm
 Approved: IB
 Checked: JCH
 Designer: MP
 Project Management Initials:
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Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m ₃	Desirable Minimum DMRB Design Speed	100 kph	1777.5 m ²	503.7 m ²	0.0 m	51.6 m
90m	Desirable Minimum Speed Survey	59.9 kph ₂	151.8 m ²	91.7 m ²	0.0 m	0.0 m
71m	Absolute Minimum Speed Survey	59.9 kph ₂	24.0 m ²	33.6 m ²	0.0 m	0.0 m

₁ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7days), worst case direction
₃ Maximum achievable visibility to left 131.0m



PROJECT
 Gate Burton Energy Park
 Development Consent Order

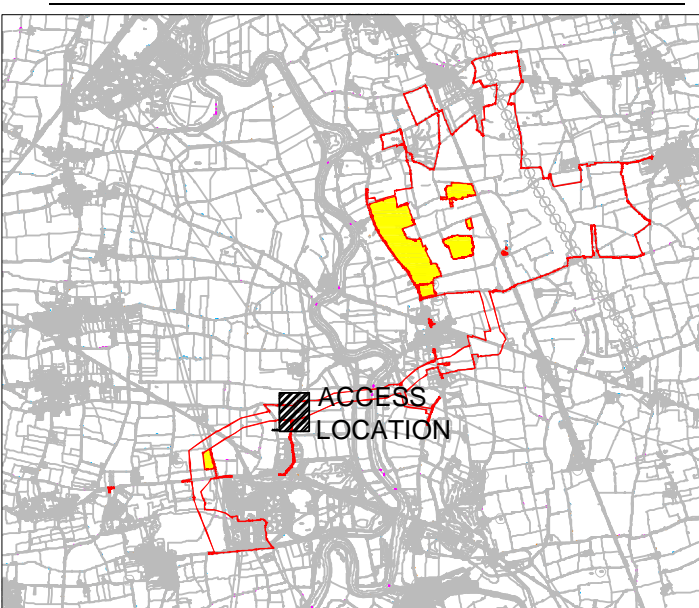
CLIENT
 Low Carbon

CONSULTANT
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 Saxon House, 27 Duke Street
 Chelmsford, Essex, CM1 1HT
 01245 771200 tel 01245 476121 fax
 www.aecom.com

- GENERAL NOTES**
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 - visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MfS2)
 - Absolute minimum based on speed survey (MfS2)
 - The speed limit of Headstead Bank is 60mph and 100kph
 - Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

- KEY**
- - - Junction Visibility 215m
 - - - Junction Visibility 90m
 - - - Junction Visibility 71m
 - ▨ Vegetation to be removed 215m Vis Splay
 - ▨ Vegetation to be removed 90m Vis Splay
 - ▨ Vegetation to be removed 71m Vis Splay
 - Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Indicative Hedgerow Removal 215m Vis Splay
 - Indicative Hedgerow Removal 90m Vis Splay
 - Indicative Hedgerow Removal 71m Vis Splay
 - Lands not included in the DCO Order Limits

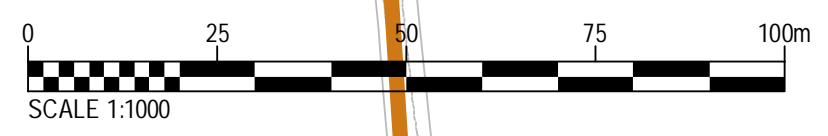
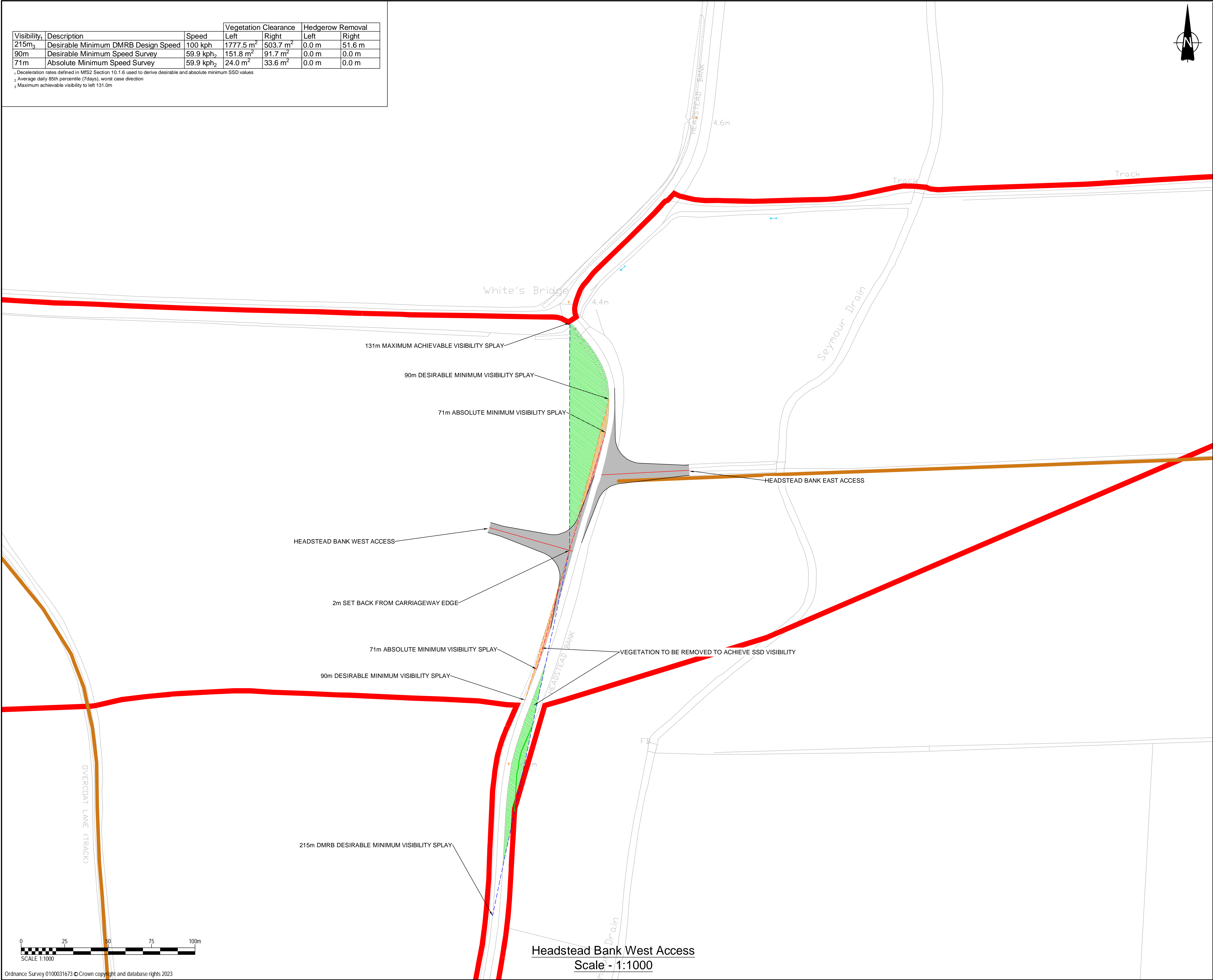
SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	05/06/2023	Produced for LCC consultation

PROJECT NUMBER
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SHEET TITLE
 HEADSTEAD BANK WEST VISIBILITY
 SPLAY OPTIONS
SHEET NUMBER
 60664324-HGN-DR-CH-0029



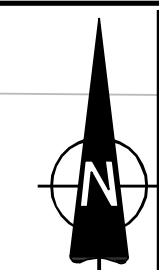
Headstead Bank West Access
 Scale - 1:1000

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ISO A1 594mm x 841mm
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 Designer: MP
 Project Management Initials:
 Last saved by: MICHAEL PABIS(2023.06.07) Last Plot of: 2023.06.07
 Filename: C:\USERS\MICHAEL.PABIS\AECOM\GATE BURTON ENERGY PARK - 900_CAD_GIS\HIGHWAYS\DRAWINGS (CAD)\60664324-HGN-DR-CH-0030-0031 COTTAM ROAD NORTH & SOUTH ACCESS.DWG

Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	139.3 m ²	123.7 m ²	0.0 m ₃	0.0 m ₃
208m	Desirable Minimum Speed Survey	98.5 kph ₂	137.4 m ²	98.6 m ²	0.0 m ₃	0.0 m ₃
157m	Absolute Minimum Speed Survey	98.5 kph ₂	85.2 m ²	24.8 m ²	0.0 m ₃	0.0 m ₃

₁ Deceleration rates defined in MIS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7 days), worst case direction
₃ Approximately 28.4m of hedgerow removal required to construct access



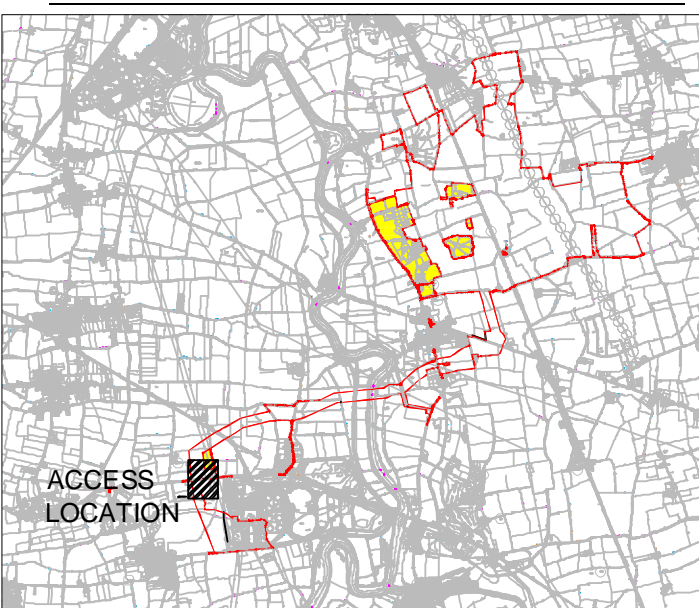
GENERAL NOTES

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- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MFS2)
 - Absolute minimum based on speed survey (MFS2)
- The speed limit of Cottam Road is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 208m
- Junction Visibility 157m
- Vegetation to be removed 215m Vis Splay
- Vegetation to be removed 208m Vis Splay
- Vegetation to be removed 157m Vis Splay
- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Indicative Hedgerow Removal 215m Vis Splay
- Indicative Hedgerow Removal 208m Vis Splay
- Indicative Hedgerow Removal 157m Vis Splay
- Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	05/06/23	Produced for LCC consultation

PROJECT NUMBER

60664324

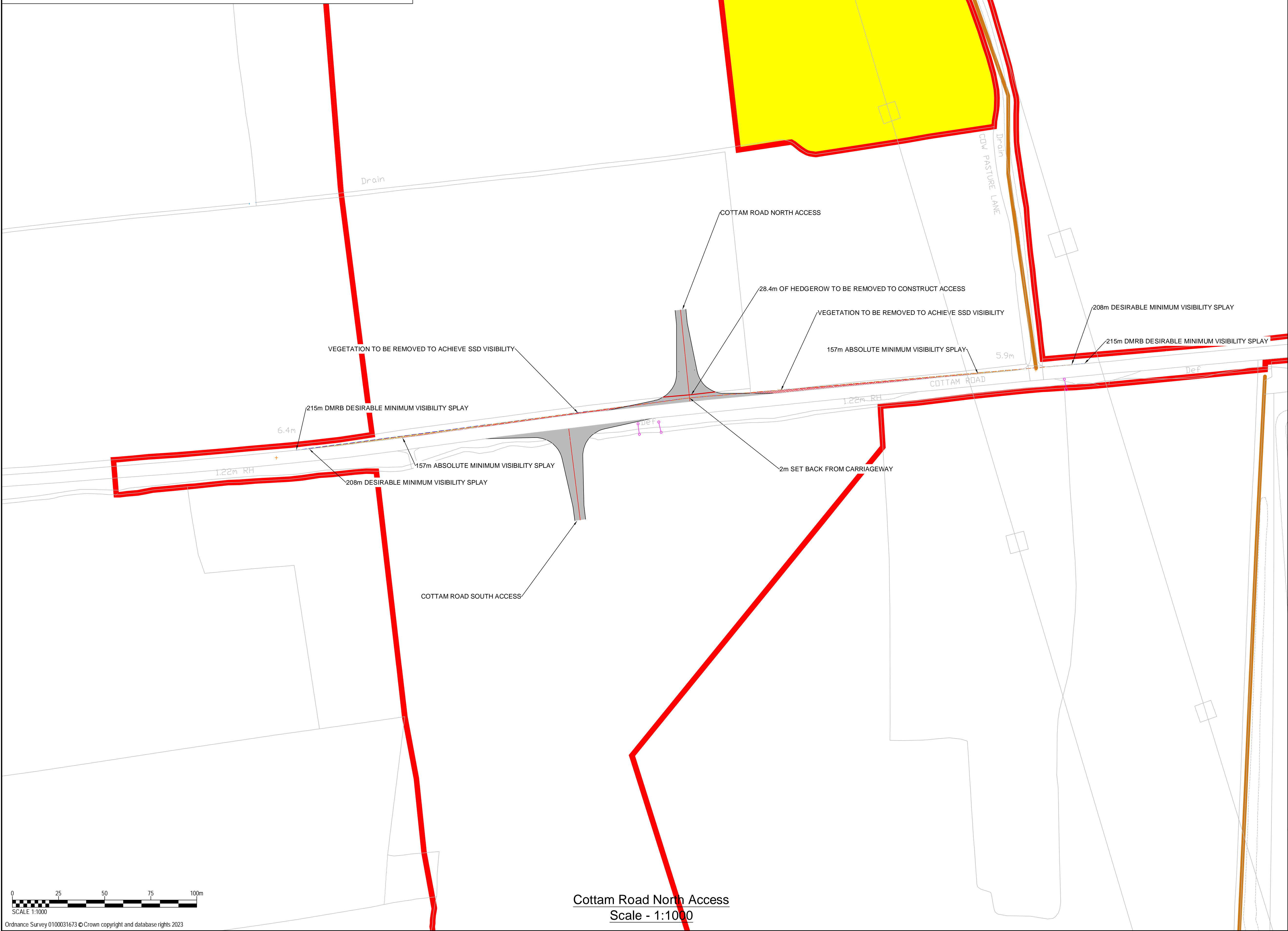
SHEET TITLE

COTTAM ROAD NORTH VISIBILITY SPLAY OPTIONS

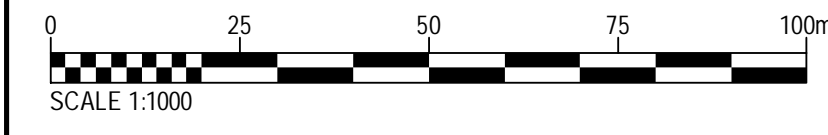
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60664324-HGN-DR-CH-0030

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Cottam Road North Access
 Scale - 1:1000

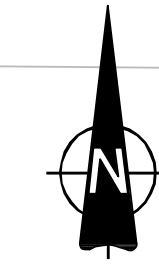


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 Designer: MP
 Project Management Initials:
 COTTAM ROAD NORTH & SOUTH ACCESSES.DWG
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Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	30.8 m ²	230.0 m ²	0.0 m ₃	0.0 m ₃
208m	Desirable Minimum Speed Survey	98.5 kph ₂	33.8 m ²	223.6 m ²	0.0 m ₃	0.0 m ₃
157m	Absolute Minimum Speed Survey	98.5 kph ₂	49.0 m ²	141.6 m ²	0.0 m ₃	0.0 m ₃

₁ Deceleration rates defined in MIS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7days), worst case direction
₃ Approximately 20.3m of hedgerow removal required to construct access



GENERAL NOTES

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- visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum DMRB design speed
 - Desirable minimum based on speed survey (MFS2)
 - Absolute minimum based on speed survey (MFS2)
- The speed limit of Cottam Road is 60mph and 100kph
- Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

KEY

- Junction Visibility 215m
- Junction Visibility 208m
- Junction Visibility 157m
- ▨ Vegetation to be removed 215m Vis Splay
- ▨ Vegetation to be removed 208m Vis Splay
- ▨ Vegetation to be removed 157m Vis Splay
- ▨ Red Line Boundary
- ▨ Extent of paved area
- ▨ Edge of road
- ▨ Existing Public Rights of Way
- ▨ Indicative Hedgerow Removal 215m Vis Splay
- ▨ Indicative Hedgerow Removal 208m Vis Splay
- ▨ Indicative Hedgerow Removal 157m Vis Splay
- ▨ Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	05/06/2023	Produced for LCC consultation

PROJECT NUMBER

60664324

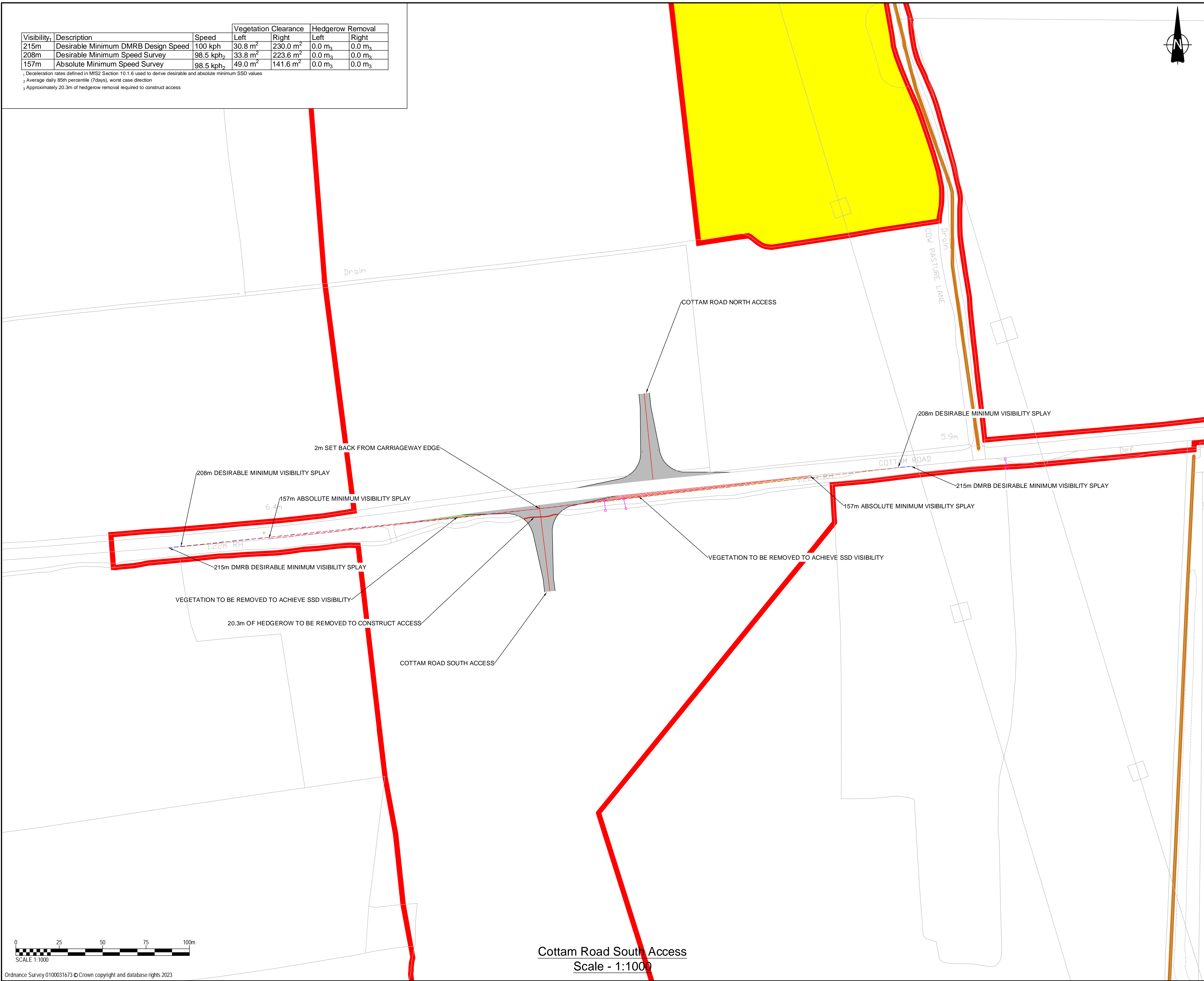
SHEET TITLE

COTTAM ROAD SOUTH VISIBILITY SPLAY OPTIONS

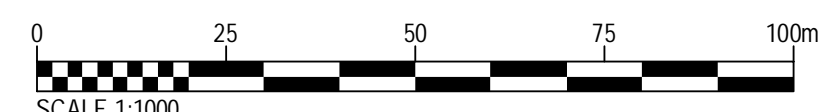
SHEET NUMBER

60664324-HGN-DR-CH-0031

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Cottam Road South Access
 Scale - 1:1000



A.2 Appendix B Meeting Minutes with Lincolnshire County Council 17/05/2023

Minutes

Meeting name Gate Burton - Access Design and Junction Visibility Optimisation	Meeting date 17/05/2023	Attendees Ian Field (IF), Lincolnshire County Council Alison Leeder (AL), DCO Lead, AECOM James Hemingway (JH), Junction Design Lead, AECOM Ewain Mawdsley (EM), Planning Lead, AECOM Michael Paris (MP), Junction Design Team, AECOM	Circulation list Will Barret, Environment Lead, AECOM Lauren McGill, Project Manager, Low Carbon
Time 11:00-12:00	Location Teams		
Project name Gate Burton	Project number 60664324		
AECOM project number 60664324	Prepared by James Hemingway		

Ref	Item	Action	Responsible	Due by
01	<p><u>Introduction</u></p> <p>Introduction into the purpose of the meeting.</p> <p>Following comments received around junction visibility, speed survey results have been used to determine visibility splay options.</p> <p>Junction drawings to be shown and discussed</p> <p>Green Hatching: DMRB Design Speed Desirable minimum</p> <p>Orange Hatching: Speed Survey Desirable minimum</p> <p>Red Hatching: Speed Survey Absolute minimum</p>			
02	<p><u>Kexby Lane South</u></p> <p>Primarily an operational access, and used for construction.</p> <p>DMRB design speed desirable minimum visibility to left constrained by order limits. The Speed Survey desirable minimum located would be located within the Order Limits but will still require considerable vegetation clearance.</p> <p>IF queried what the ecological value of the hedgerow to be removed was, JH confirmed that these details can be provided alongside the drawings in order for Ian to come to a conclusion whether Lincolnshire County Council will accept a relaxation to the absolute minimum speed survey values.</p> <p>JH confirmed that, alongside the drawings to be issued, he would consult with the ecology to provide a summary of the ecological weighting at each location to inform the assessment.</p>	<p>Provide Access Designs alongside ecological value of vegetation to be removed.</p> <p>Lincolnshire County Council to consider the design to determine whether to agree to desirable minimum speed survey or absolute minimum speed survey junction visibility</p>	<p>JH</p> <p>IF</p>	<p>26//05/2023</p> <p>TBC</p>
03	<p><u>Kexby Lane North</u></p> <p>Same as Kexby Lane South. Vegetation clearance for left visibility to be determined by Left view from Junction South</p>			

Ref	Item	Action	Responsible	Due by
04	<p><u>Marlon Road</u></p> <p>Query raised over the location of the access and if it can be moved. JH – the access utilises an existing access, and if Lincolnshire County Council agree to a either the desirable minimum or absolute minimum speed survey being applied, the vegetation removal would be within the highway ownership and would therefore negate any benefits of relocating the access.</p> <p>Peak daily construction traffic of 20 vehicles per day.</p> <p>[post meeting note]</p> <p>The vehicle numbers above are for the access off Marlon Road near Willingham by Stow which will utilize an existing private access, the access in question as part of the visibility assessment will only be utilised during operation.</p> <p>Speed Survey Desirable minimum is a proportional approach for the visibility.</p>	<p>Project team to update the Access Design Plan in the Development Consent Order to reflect visibility splays to Speed Survey Desirable Minimum</p>	JH	26/05/2023
05	<p><u>A1500 North and South</u></p> <p>Junctions located on straight section of highways. Vegetation clearance proposed all with Highways Boundary.</p> <p>Propose to keep visibility at DMRB Desirable minimum SSD.</p>			
06	<p><u>Main Access</u></p> <p>AL notes the importance of maintaining the hedgerow where possible for environmental and landscaping factors.</p> <p>169 vehs per day during construction - 14 per day for all accesses during operation</p> <p>AL -Can there be temporary speed limits during construction.</p> <p>IF - yes temporary speeds limit reduction during construction is an option</p> <p>JH agreed to produce an additional drawing which depicted the visibility splay requirements in the event that a temporary speed limit of 50mph was invoked. This would mean during construction the visibility splay requirements would be 160m, whereas in the permanent the visibility splay requirements would be 150m.</p> <p>IF indicated that absolute minimum should be acceptable for permanent operational situation. However, visibility splays to reflect the worst case scenario is it is agreed that a speed reduction is to be applied during construction.</p>	<p>Drawing to be produced depicting the visibility splay requirements of a temporary speed limit of 50mph being applied to the A156 near the site entrance.</p>	JH	26/05/2023

Ref	Item	Action	Responsible	Due by
07	<u>A156 High street East</u> Junction on a straight carriageway. Happy with DMRB Desirable minimum.			
08	<u>A156 High Street West</u> To Left DMRB desirable minimum is constrained by order limits. Junction is an existing access, being upgraded for construction. During operation will remain as field access for farmer. IF noted that subject to the ecological value of the hedgerow a decision will be made on whether to agree to desirable minimum or absolute minimum speed survey visibility splays	Following receipt of drawings and summary of ecological value, a decision on desirable minimum or absolute minimum to be made.	IF	TBC
09	<u>AOB/Actions</u> IF advises that acceptable to work on basis of Speed Survey Desirable Minimum SSD for junction visibility. AL and JH agreed to prepare a Technical Note which summarized the design speed values and ecological factors that have been requested in order to allow IF to make an informed decision. Ecology Liaison	Produce Technical Note to summarise findings of the visibility splay proposals Liaison with environmental and ecology team to identify value of hedgerows where vegetation clearance is proposed.	JH JH	26/05/2023 26/05/2023

A.3 Appendix C – Meeting Minutes with Nottinghamshire County Council 12/06/2023

Minutes

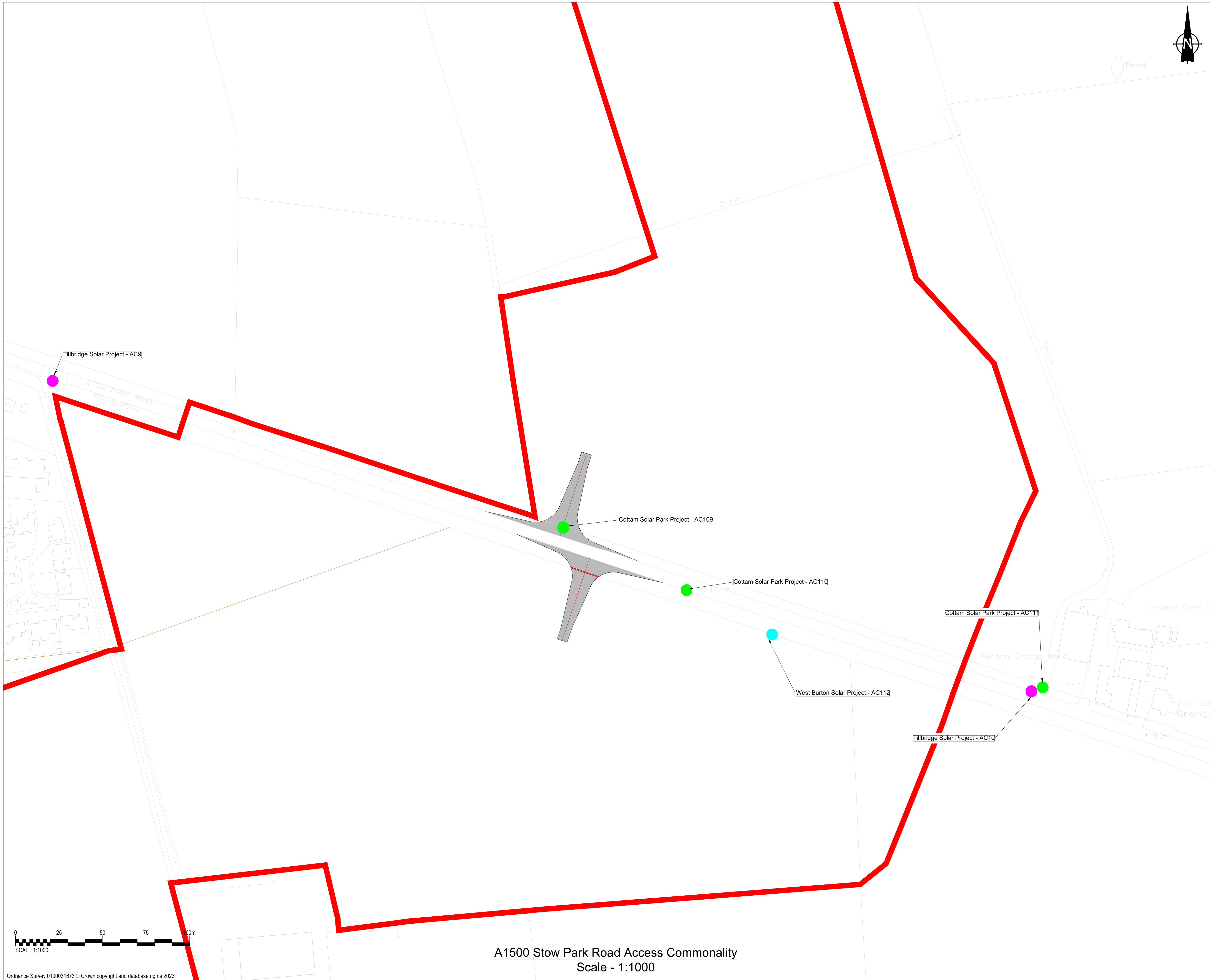
<p>Meeting name Gate Burton - Access Design and Junction Visibility Optimisation for Areas within Nottinghamshire County Council</p> <p>Time 13:00-14:00</p> <p>Project name Gate Burton</p> <p>AECOM project number 60664324</p>	<p>Meeting date 12/06/2023</p> <p>Location Teams</p> <p>Project number 60664324</p> <p>Prepared by James Hemingway</p>	<p>Attendees Nina Wilson (NW), Nottinghamshire County Council Martin Green (MG), Nottinghamshire County Council Alison Leeder (AL), DCO Lead, AECOM James Hemingway (JH), Junction Design Lead, AECOM Michael Paris (MP), Junction Design Team, AECOM</p>	<p>Circulation list Will Barret, Environment Lead, AECOM Edwin Mawdsley (EM), Planning Lead, AECOM Lauren McGill, Project Manager, Low Carbon</p>
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Ref	Item	Action	Responsible	Due by
01	<p><u>Introduction</u></p> <p>Purpose of the meeting:</p> <p>Gate Burton scheme is located within Lincolnshire County Council jurisdiction, with a cable transmission route which crosses the River Trent into Nottinghamshire County Council jurisdiction to connect to Cottam Power station.</p> <p>Accesses are required to facilitate the construction of this cable transmission route in the following locations:</p> <ul style="list-style-type: none"> • Headstead Bank • Cottom Road <p>The access designs incorporated into DCO were designed on the basis of a worst case scenario, with the access bellmouth having been designed to accommodate an abnormal load vehicle 25m in length. Furthermore, the junction visibility splays have been defined based upon the Design Manual for Roads and Bridges CD109 utilising the design speed of the roads, which is national speed limit in both instances.</p> <p>However, the Scheme is seeking to refine these proposals following acquisition of speed survey information to reduce environmental impacts associated with vegetation clearance for visibility splays. Therefore the project team have utilized Manual for Streets 2 equations to derive revised desirable minimum and absolute minimum reflecting the 85th percentile speed survey information.</p> <p>Drawings have therefore been produced to demonstrate the vegetation clearance and hedgerow removal that could be saved through the selection of visibility splay parameters. These drawings were shared during the meeting for discussion.</p>			

Ref	Item	Action	Responsible	Due by
	<u>Headstead Bank East and West</u>			
	Speed Survey is 60kph, visibility splay distance of 90m desirable and 71m absolute			
	Through the assessment of the manual for streets figures, it has been determined that hedgerow removal is primarily located to construct the access. Applying the DMRB visibility splays would require additional lengths of hedgerow removal.			
	MG confirmed that he would accept the MfS desirable minimum with 5% HGV. Furthermore, for vegetation removal, a relaxation of the object height for vertical visibility is permissible from 0.26 to of 0.6m.			
	Noted that accesses are to be retained for maintenance but given the nature of the underground cable, access would be infrequent. NCC note that preference would be for a smaller gated access to be retained to limit risk of fly tipping associated with retaining a large bellmouth. JH and AL appreciate this comment and noted that they would review the framework construction traffic management plan (CTMP) to determine whether appropriate wording could be added about how the accesses can be adjusted to reflect operational requirements.	Framework Construction Traffic Management Plan to be reviewed in respect to how the accesses could be modified for operation.	JH	16/06/2023
03	<u>Cottam Road North and South</u>			
	JH advised that any hedgerow removal would be limited to the construction of the bellmouth of the junctions only.			
	Due to the speed survey information demonstrating near alignment to the design speed, vegetation clearance changes will be minimal, but desirable minimum speed survey values will be taken forwards in a similar manner to that of headstead bank.			
04	<u>General Project Queries</u>			
	AL asked whether NCC had any more general points to discuss on the application given that no Relevant Representation had been submitted by NCC. NCC confirmed they had prepared something in March. AL requested sight of March information and suggested NCC confirm given that no RR from NCC appeared to be on the PINS website.	NCC to review and send copy of information prepared in March to AL to help progress the SoCG with NCC.	NW	23/06/2023
05	<u>AOB/Actions</u>			
	MG and NW concerned that multiple solar park schemes relaying on a similar cable transmission route could create additional cumulative effects and/ or that one project would be delayed waiting for works to another to finish.			
	AL confirmed that for the part of the grid connection corridor that was shared between Gate Burton, West Burton and Cottam provisions had been inserted into all three draft DCOs enabling one developer to install ducting for all projects at the same time. This would reduce the potential for cumulative traffic impacts and delays in construction; as part of the route could be installed as one	Gate Burton project to prepare a report on the interrelationship with other National Infrastructure Projects	AL	TBC

Ref	Item	Action	Responsible	Due by
	<p>project. Discussions were ongoing with Tillbridge given they are further behind.</p> <p>AL confirmed that as Gate Burton is now ahead of the other Schemes, the project has been instructed by the Examining Authority to produce a report on the interrelationship with other National Infrastructure Projects. This document will be progressed through the Examination and document how the projects will be managed, including how to reduce cumulative effects.</p> <p>Following the meeting, a technical note will be prepared which presents the drawings and a summary of the design, ecological value of vegetation and hedgerows affected for NCC consideration.</p>	<p>in the region to be submitted at Deadline 1.</p> <p>Technical Note to be prepared containing access design information for NCC consideration.</p>	JCH	TBC

A.4 Appendix D – Cumulative Impact Access Drawings



PROJECT

Gate Burton Energy Park
Development Consent Order

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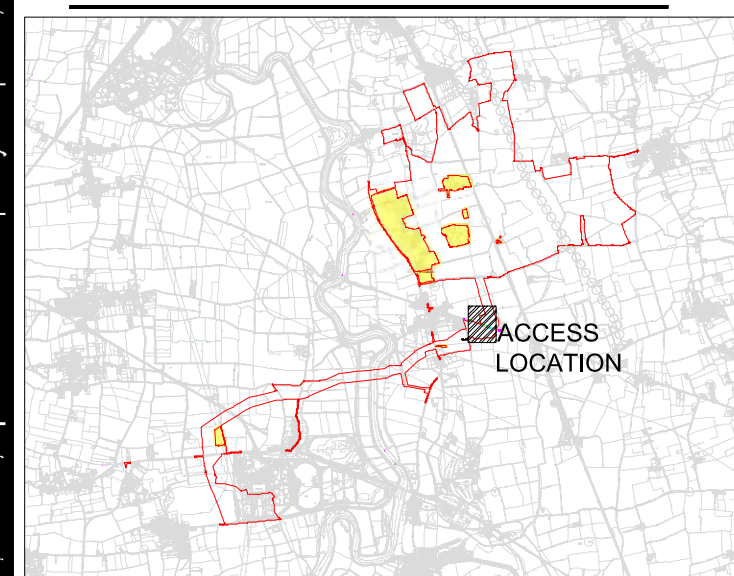
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4. This Drawing is to be read in conjunction with the project health & Safety File for any identified potential risks.
5. This drawing has been prepared to demonstrate where commonality or differences exist between the access proposals for Gate Burton, West Burton, Cottam Solar Park and Tillbridge Solar Park Schemes. This information has been prepared based upon the latest publicly available information as of July 2023 but could be subject to change.

KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- West Burton Solar Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION

P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60664324

SHEET TITLE

A1500 STOW PARK ROAD CUMULATIVE
ACCESS PROPOSALS

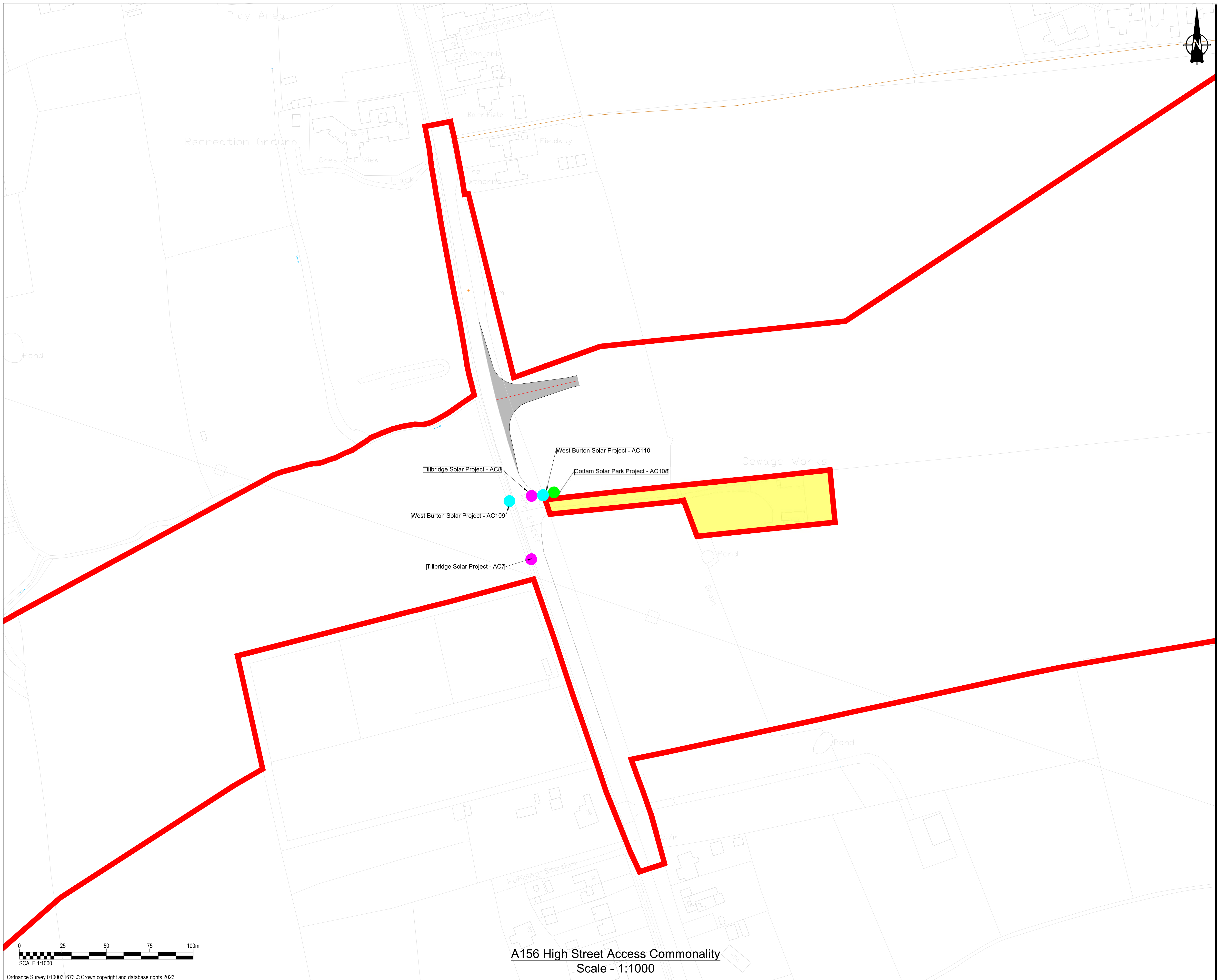
SHEET NUMBER

60664324-HGN-DR-CH-0037

A1500 Stow Park Road Access Commonality
Scale - 1:1000

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ISO A1 594mm x 841mm
 Approved: IB
 Checked: JCH
 Designer: MP
 Project Management Initials:
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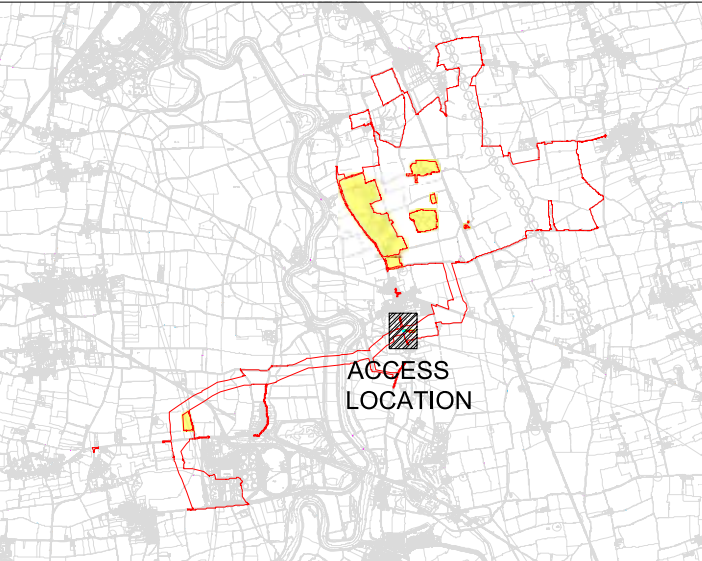
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KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- West Burton Solar Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
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PROJECT NUMBER

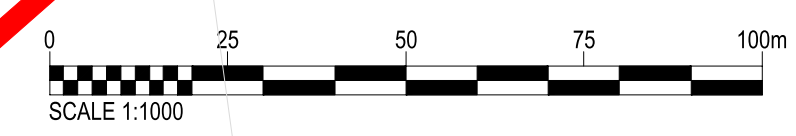
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SHEET TITLE

A156 HIGH STREET NEAR MARTON
 CUMULATIVE
 ACCESS PROPOSALS

SHEET NUMBER

60664324-HGN-DR-CH-0038



A156 High Street Access Commonality
 Scale - 1:1000

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PROJECT

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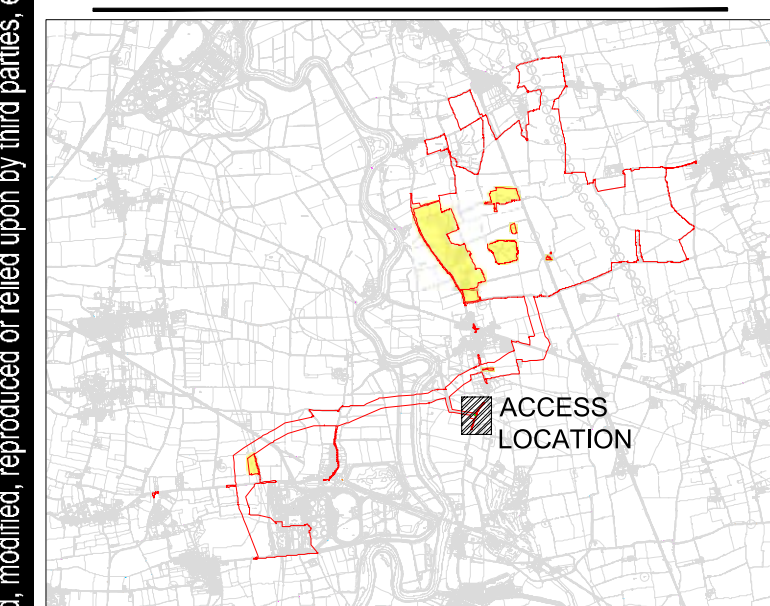
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KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- West Burton Solar Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION
P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

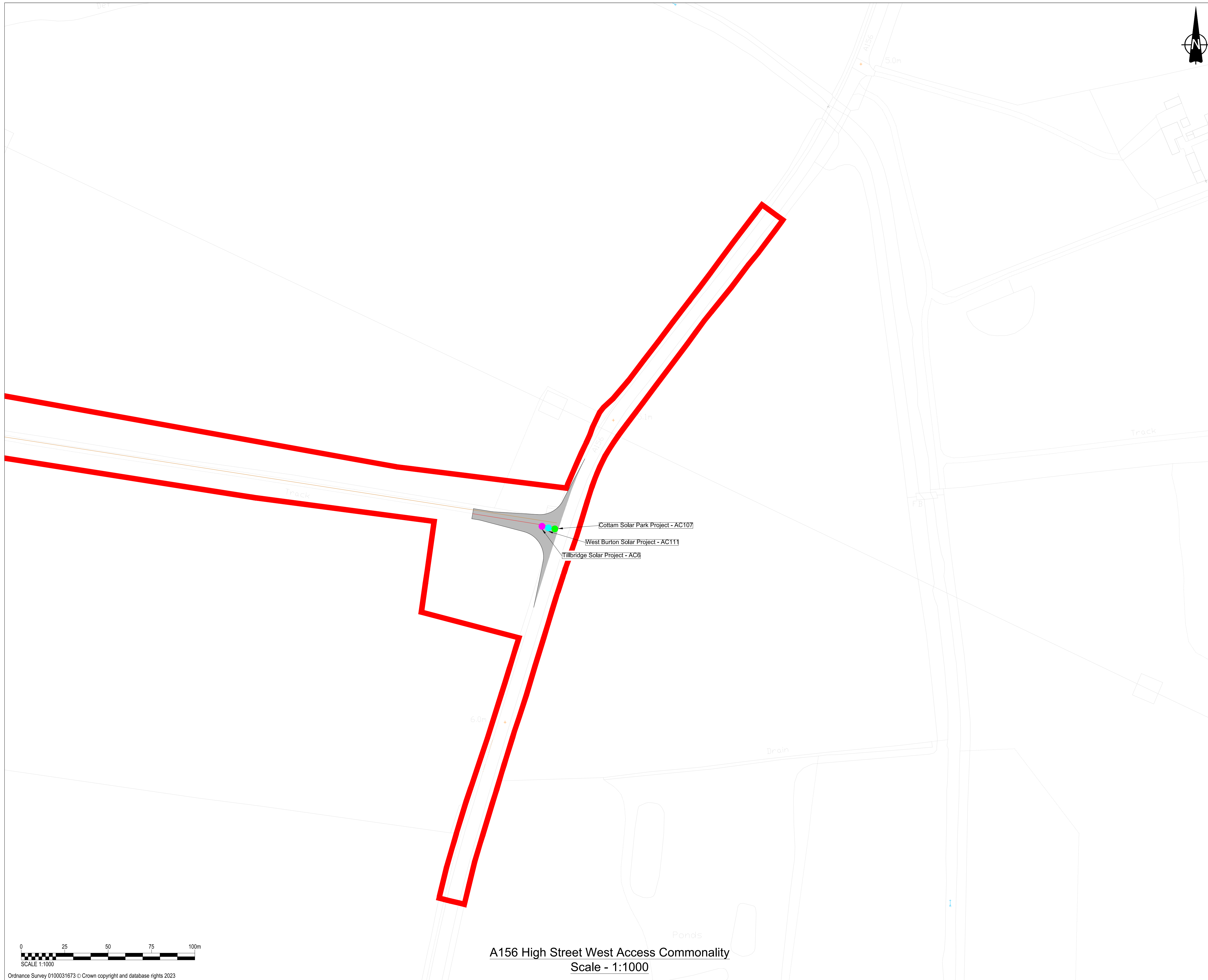
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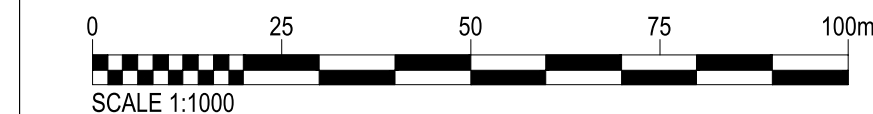
A156 HIGH STREET CUMULATIVE
ACCESS PROPOSAL

SHEET NUMBER

60664324-HGN-DR-CH-0039



A156 High Street West Access Commonality
Scale - 1:1000



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PROJECT

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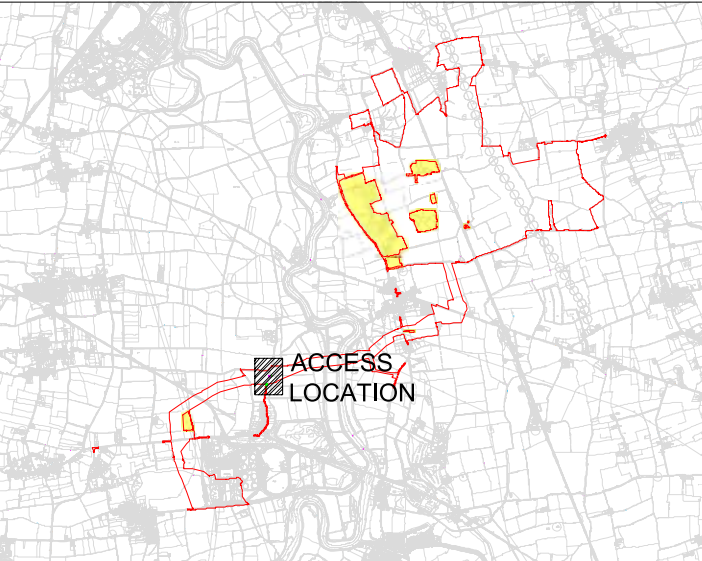
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KEY

- Extent of paved area
- Red Line Boundary
- Existing Public Rights of Way
- Edge of road
- Cottam Solar Park Project Access Location
- Tillbridge Solar Project Access Location

SHEET PLAN



ISSUE/REVISION

NO	DATE	DESCRIPTION

P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER

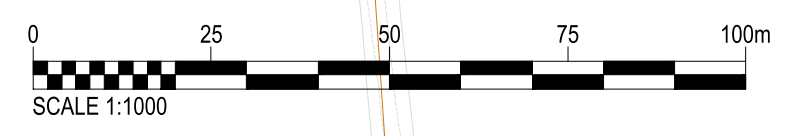
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SHEET TITLE

HEADSTEAD BANK CUMULATIVE ACCESS PROPOSALS

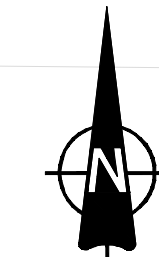
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Headstead Bank Access Commonality
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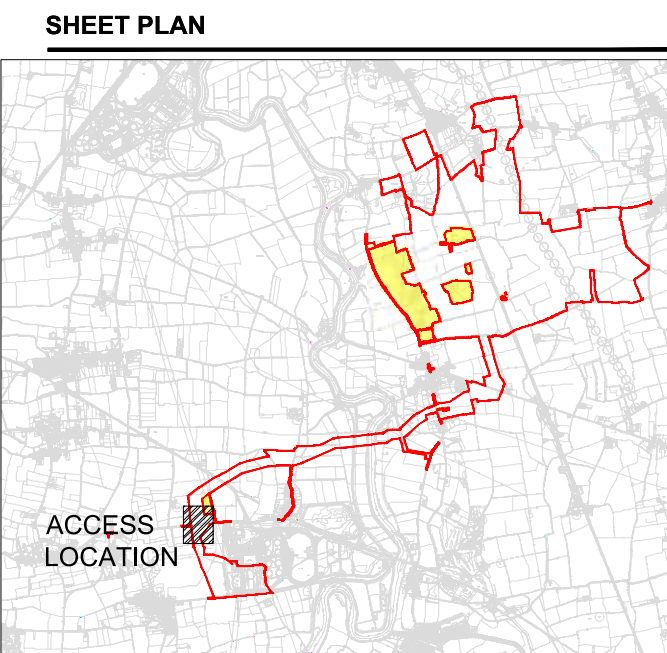
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- KEY**
- Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Cottam Solar Park Project Access Location
 - Tillbridge Solar Project Access Location



ISSUE/REVISION

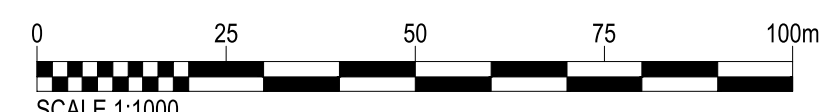
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P01	03/07/2023	FIRST DRAFT
I/R	DATE	DESCRIPTION

PROJECT NUMBER
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SHEET TITLE
 COTTAM ROAD CUMULATIVE
 ACCESS PROPOSALS

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Cottam Road Access Commonality
 Scale - 1:1000

A.5 Appendix E – Cottam Road South Realigned Access Proposal

ISO A1 594mm x 841mm
 Approved: IB
 Checked: JCH
 Designer: MP
 Project Management Initials: JCH
 COTTAM ROAD ALTERNATIVE SOUTH ACCESSES LOCATION SKETCH.DWG
 Last saved by: MICHAEL PABIS(2023.07.02) Last Plotter: 2023.07.04
 Filename: C:\USERS\MICHAEL.PABIS\AECOM\GATE BURTON ENERGY PARK - 900_CAD_GIS\HIGHWAYS\DRAWINGS (CAD)\60664324-HGN-SK-CH-0003 COTTAM ROAD ALTERNATIVE SOUTH ACCESSES LOCATION SKETCH.DWG

Visibility ₁	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
208m	Desirable Minimum Speed Survey	98.5 kph ₂	1.2 m ²	288.3 m ²	0.0 m ₃	0.0 m ₃

₁ Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values
₂ Average daily 85th percentile (7days), worst case direction
₃ Approximately 15.2m of hedgerow removal required to construct access



PROJECT
 Gate Burton Energy Park
 Development Consent Order

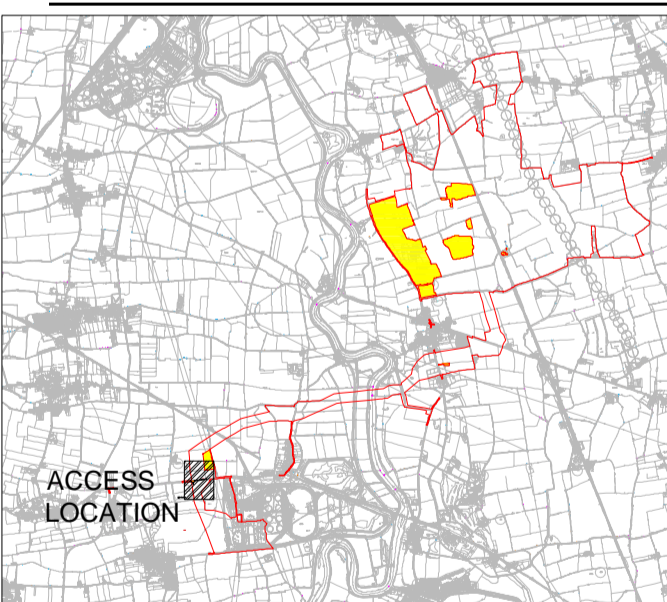
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- GENERAL NOTES**
- This drawing has been produced to show visibility requirements for vehicles exiting from the proposed access onto the local road network.
 - Visibility requirements have been based on design manual for roads and bridges (DMRB) CD109 and CD123 and manual for streets 2 (MfS2) as a function of design speed and speed survey data obtained.
 - visibility splay is based on a minimum "x" distance of 2m and "y" distance is based on:
 - Desirable minimum based on speed survey (MfS2)
 - The speed limit of Cottam Road is 60mph and 100kph
 - Vegetation and hedgerow removal is presented to demonstrate the extents required subject to the visibility parameters selected.

- KEY**
- Junction Visibility 208m
 - Vegetation to be removed 208m Vis Splay
 - Extent of paved area
 - Red Line Boundary
 - Existing Public Rights of Way
 - Edge of road
 - Indicative Hedgerow Removal 208m Vis Splay
 - Lands not included in the DCO Order Limits

SHEET PLAN



ISSUE/REVISION

I/R	DATE	DESCRIPTION
P01	04/07/2023	First Issue

PROJECT NUMBER

60664324

SHEET TITLE

COTTAM ROAD SOUTH ALTERNATIVE JUNCTION LOCATION AND VISIBILITY SPLAY

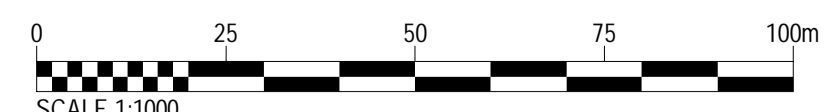
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Cottam Road South Access
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